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REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 25.

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The Chronicle.

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The Business Department of the Chronicle is represented among inancial Interests in New York City by Mr. Fred. W. Jones.

THE RISE IN THE BANK OF ENGLAND RATE.

On Thursday the Bank of England advanced its minimum rate of discount to five per cent. For some time past this advance has been inevitable and its announcement has been almost daily expected. The effect of the change is discussed among our bankers and merchants. Although there is much diversity of opinion in regard to other aspects of this question, still, upon one point there seems to be a singular uniformity. All parties agree that our own financial situation is not likely to be much disturbed. The reasons for this conclusion are, many of them, very plain.

In the first place, the advance, followed up as it may, perhaps, be by similar movements, can scarcely fail to attract capital to the British money market from foreign countries. The abstraction of several millions at this season of the year from the New York money markets

abstraction from the loanable capital has often produced in our fall money market serious perturbations. It is, however, one conspicuous feature of the monetary situa. tion that, beyond all precedent, the accumulation of idle capital in Europe has been for many months in progress, and the plethora has become so universal that the drain of capital which is likely to begin with the present rise in the Bank of England rate will be felt where it will come, rather as a welcome and salutary relief than as a menace of danger. To illustrate the plethora of idle capital in Europe, we cite from the Paris correspondent of the London Economist the following table, which shows the progress of this accumulation in Paris during the last year. These figures are peculiarly interesting because in France, less than elsewhere in Europe, such heavy and continuous accumulations have been almost unknown, and the aggregates of last year were regarded as singularly exceptional. Great as they were, however, they are surpassed by the deposits now held in the principal banks of Paris, as is shown by the table below.

DEPOSITS OF THE CHIEF PRENCH BANKS, AUGUST 31, 1876 AND 1977.

	18	76.——	1877		
	Francs.	Dollars.	Francs.	Dollars.	
Bank of France	299,000,000	79,800,000	490,000,000	98,000,000	
Societe Generale	162,706,000	82,541,200	164,534,000	32,906,800	
Credit Industriel	37,347,000	7,469,400	50,954,000	10,190,800	
Comptoir d'Escompte.	72,350,000	14,470,003	102,302,000	20,460,400	
Societe des Depots	40,074,000	8,014,800	59,095,000	11,919,000	
Credit Foncier	57,875,000	11,575,000	78,856,000	15,671,200	
Credit Lyonnais	67,973,000	13,594,600	92,272,000	18,454,400	
Total	837,823,000	167,465,000	1,037,513,000	207,502,600	

The accumulation of idle capital in all the chief cities of Europe has often been the subject of remark. And if it were necessary, other evidence equally pertinent might easily be adduced to prove that the effect of the rise in the Bank of England rate will not be very likely to set up any drain of capital which will be capable of producing much perturbation in the money markets of Continental Europe; and if so, then there is still less prospect of any such perturbation here. But there is another point of view in which some anxiety has been more generally felt. The Bank of England has lost, during the week, nearly \$3,500,000 of its specie reserves, which have fallen to a point below the average. Vigorous efforts are making by Germany, by France, and by other European countries to accumulate specie. In view of this general desire all over Europe to increase the existing reserves of the precious metals, the question has been asked whether the Bank of England will be able to protect and increase its stock of coin and bullion without disturbing our resumption preparations by drawing gold might be a very serious loss. As is well known, such an from this country. In reply, it is argued that the present and prospective condition of the foreign exchanges is not such as to render this aspect of the action of the Bank of England very formidable. The price of gold yesterday indicates that this is the controlling opinion at present in the gold market. Still, future movements will be watched with more care than has recently been necessary. Subjoined is a statement of the aggregates of the Bank of England for several weeks past:

	Circulation,					
	excluding			Securities		Rate of
	Bank Post	Coin and		in Banking		Dis-
Date.	Bills.	Bullion.	Deposits.	Department.	Reserve.	count.
June 20	£ 27,406,290	£ 26,615,824	£ 30,022,323	£ 33,659,629	£ 14,209,534	p.c.
# 27	27,994,045	26,826,398	29,718,208	38,724,900	13,832,353	8
July 4	28,774,340	26,948,340	30,622,875	35,418,522	13,174,000	8
· 11	28,767,460	27,679,257	30,132,647	84,378,758	13,911,797	236
** 18	28,598,090	27,629,692	29,983,679	34,138,639	14,081,602	2
ei 25	28,460,275	27,029,505	28,563,914	33,168,094	18,569,280	2
Aug. 1	28,758,360	26,741,581	28,449,475	83,686,897	12,983,171	2
s. 8	28,893,755	26,071,558	26,917,179	33,018,373	12,172,803	2
15	23,546,860	25,606,877	27,066,469	33,262,367	12,060,017	2
4 22	28,203,210	25,323,159	27,066,838	33,186,698	12,119,949	2
4 29	27,900,545	25,023,219	27,316,364	33,430,123	12,128,674	3
Sept. 5	28,159,635	24,882,148	27,031,438	83,975,889	11,722,513	8
* 12		24,485,351	27,240,361	34,082,128	11,778,581	. 3
4 19		24,432,679	27,104,194	33,805,108	11,899,404	3
- 41 26	27,893,950	24,289,207	27,011,871	83,701,045	11,895,257	3

It thus appears that the Bank of England has been steadily losing its gold reserve since the middle of July, and that the activity of the drain has been lately augmented. Now, in such cases as this, Mr. Goschen, some years ago, propounded a theory that the proper remedy was to raise the rate of interest, step by step, with promptness and decision, and to make the advance more rapidly than had been previously the custom of the Bank of England. It has been doubted in some quarters whether this plan would be as successful in the future as it has always heretofore proved. The past policy of the Bank of England renders it probable that they will continue to rely upon Mr. Goschen's plan, and it will consequently be submitted to a somewhat severe test before long. For this and other reasons, the reciprocal movements of the next two or three weeks in the specie reserves and the rate of interest of the Bank of England will be watched with more attention in this country than at any time since the panic of 1873.

STRIKES AND ARBITRATION—AN EXAMPLE TO BE FOL-LOWED.

It is well known that for a period extending over some six months, the carpenters, boilermakers, engineers and others connected with the shipbuilding on the Clyde, have been out on strike. About three weeks ago arrangements having been made to submit the questions at issue to arbitration, the men resumed work temporarily at the old wages. It appears that during the greater portion of those six months not fewer than ten thousand workmen have been idle, and that the loss sustained on their part, in wages, has amounted to \$350,000 or \$400,000. We have not seen any estimate of the loss sustained by the masters, but it must have been correspondingly great; and it is not difficult to imagine how disastrous such a suspension of industry must have been to the entire community.

At the commencement of the present year, encouraged by the marked increase of business, the men asked for an increase of wages. This was refused. The men asked for an arbitration. This also was refused. The result was that early in April over two thousand shipwrights "struck." The other trades remained at work. This state of things lasted for six weeks, when the masters decided upon a general "lockout;" and ten thousand men were left destitute of employment. For three months this condition has con-

tinued, but toward the close of August the masters agreed to submit to the proposed arbitration. Some of the men immediately went back to work, provisionally, at the old rates. The shipwrights and ironworkers, still dissatisfied, held out seven weeks longer, At length, however, through the interference of certain outside parties, mainly through the influence of one of the principal customers of the shipbuilders, both parties have come to an agreement; and work has been resumed by all the men, provisionally however as we have said. at the old rates. Each side is to name an arbitrator; and the two arbitrators may select an umpire. They are at liberty to call for any information which may be deemed necessary. The decision is to be binding; and in case the judgment should be in favor of an increase of wages, the award is to be retrospective, so far as to cover the time since the work was resumed. The following are the questions submitted to the arbiters: Did the state of trade on the Clyde at the time of the strike warrant, or does it now warrant, the Clyde shipwrights in seeking an advance of wages? If so, what advance?

The moral of this story lies on the surface. A strike. which has cost probably over two millions of dollars, not to speak of the actual hardships endured by the strikers themselves, their families, and the related community generally, nor of the probable permanent loss of trade by its transference to other centres, has been brought to an end by means and through an agency which existed before the strike began, and which, if taken advantage of, would have rendered the strike unnecessary. Masters and men were equally to blame. Bad temper prevailed and ruled until both became convinced of their folly. Pity it is that common sense should have to be purchased at so great a price. The lesson which has been learned on the Clyde should be proclaimed all over this land. The relations of labor and capital have become more involved on this continent than in any part of the old world; and it is in the last degree essential to the welfare and prosperity of this people that the claims of the workingman on the one hand, and the claims of the employer on the other, should be so adjusted that the recurrence of such strikes as those which we have recently witnessed should be no longer possible. We hope nothing from legislation. Legislation must not be allowed to deprive any citizen of his rights; and it is the right of every man when he sells to sell at the highest, and when he buys to buy at the lowest, rates. A good understanding between the two classes, a desire on the one side and on the other to do justly, and a willingness at all times to submit to the impartial judgment of honest outside arbitration-in such ways, and such ways alone, must be sought the key for the final and satisfactory solution of these frequently-recurring troubles.

CITY REFORM AND THE CONSTITUTIONAL AMENDMENTS.

The Board of Apportionment of this city has adopted a resolution authorizing the Comptroller to issue \$4,741,400 of new bonds with which to take up others due next November for street opening and other improvements, the explanation given being that the practice on the part of the courts of vacating assessments has so reduced the collections from owners of assessed property that sufficient funds to meet the bonds are not at hand. This action is by no means unprecedented, and indicates how our city debt is being increased under a system that should certainly be changed in that respect at least.

thousand men were left destitute of employ-For three months this condition has con- 073 funded or permanent; \$18,300,997 revenue bonds, 7.

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and \$22,144,400 "temporary"; total, \$132,105,470. The fixed debt is 69 per cent of the whole; the revenue bonds-which are of a fluctuating nature, issued in anticipation of the year's taxes, and are largest at this time of year, probably reducible before January to one-third their present amount-are 14 per cent; the temporary or assessment bonds are 17 per cent. These latter bonds, after having increased up to the beginning of 1877, show now a decline, indicating that they have passed their highest point. Their nature is pretty well understood. They are a thing of comparatively recent origin, being a creation of the paper era brought in by the war, and it may be useful to very rapidly recount the experience of our neighboring city with them. In 1861, about the time that Prospect Park was begun in Brooklyn, certain property owners on Third street joined a movement to have the city "improve" that street, claiming that it was to be a grand boulevard approach to the Park, and that the assessments on property rapidly rising in value would be ample security. Despite objections by old-fashioned people, the property owners got their bill through the Legislature and had their special commission, selected by themselves, to supervise the work. Up to that time contractors had been paid in city certificates redeemable only as the city collected the assessments; this safe policy was then abandoned, however, for the one since followed in both cities, the city issuing its bond unconditionally and itself taking all risks of collection. Other streets were similarly improved, but Third street gradually lost its boulevard attractiveness, and the once promising scheme proved a failure. Then the property owners began to declare themselves unable to pay, and in great doubt whether the whole matter had not been illegal and unconstitutional; but that the assessments were "excessive" they were perfectly certain. The case was allowed to stand for some years unsettled, and in 1869 was compromised, the owners agreeing to pay in twenty annual instalments, which were to be included in each tax bill; in 1873, a certain piece of property was sold by the city to satisfy the debt and litigation began in earnest, the property owners making this a test case of their claim of unconstitutionality, and the city holding that the compromise act of 1869 was a confirmation of all prior proceedings and a virtual re-levy of the tax by the State itself. The referee sustained the property owners; the Supreme Court reversed this, and the Court of Appeals, during the past season, decided in favor of the city, on the technical ground that the courts have no jurisdiction to review municipal proceedings of this character. Chief Justice Church also went beyond the case to pronounce the assessment business "unjust and oppressive, unsound in principle and vicious in practice," and to say that "it is difficult to discover in it a single redeeming feature which ought to commend it to public favor."

The right to collect these liens is thus legally held good, but the collection itself is quite another matter. These liens are in this city \$22,141,400, and were estimated, last December, by Comptroller Green to be worth \$13,000,000, but his successor frankly expressed the opinion that not more than seven millions ever will be collected; it is certain that not one assessed property owner will pay if payment can be avoided; technical pleas of want of notice or other irregularity are ready, and in the long list of actions pending against the cityrepresenting over nine millions-column after column repeats the phrase "to set aside an assessment." How

managed, and whether it is possible or not to do better than has been done in the matter of enforcing collection, is a subject we do not stop to consider; the gist of the position is that the city issues its own bonds unconditionally for local improvements, taking as its only security a lien or a mortgage (not unquestionable in law and subject to the great and increasing risk of becoming in fact a non-enforceable one), which accumulates in default and practically cannot be foreclosed, so that for the actual purpose of paying its debts the city may find these liens nearly as unavailable as is its own property (sometimes reckoned as "assets" against debts) in the form of parks and water works.

Nothing could well be devised more vicious in principle than this assessment system, and its results are only natural. They leave the city in this position: property has been improved, during an inflation period, on rising nominal values which were said to constitute unquestionable security; but now, with the liens unpaid, the values have been and are shrinking back, leaving the bonds issued during the term of folly yet to be met without deduction. No moral could be more sharply pointed, but the important consideration for usis, what is to be done about it? As we are not writing an essay upon an abstract question, this is the practical one to be considered; how shall the city get out of the slough and avoid unwise courses hereafter? Constitutional amendments now in process of consideration go far towards answering this question. One amendment forbids any municipality from making any donation or loaning its credit to any individual or corporation, or from becoming owner of stock or bonds in any corporation, or from incurring any indebtedness except for municipal purposes; this amendment also provides that no city or county shall in any manner or for any purpose become indebted, including existing debt, to an amount exceeding five per cent of its last assessed real estate valuation, and that all indebtedness in excess of such limitation (except such as now exists) shall be void; that no city or county whose present debt exceeds the five per cent shall contract further debt, except as provided for by current tax levies or, under special legislative authority, temporarily, for not more than five years and at the rate of not more than one dollar per capita of population; that no law shall hereafter be passed to authorize any debt-incurring by counties or cities unless it makes such debt repayable in not more than twenty annual instalments immediately following, and provides for the necessary taxation, these provisions to be irrepealable. The permanent debt of this city, exclusive of temporary, now is more than double the proportion allowed for the future by this very stringent measure. The other pending amendments, proposed by the Municipal Commission, were given in full in the CHRONICLE for March 10 last, page 214, and we cannot take space for resketching them, but the gist of them is this: city elections are to be held separately; no debt or liability shall be incurred unless there is an unexpended appropriation existing for the purpose; the control of local matters is transferred from the Legislature to the city government; the principle of paying as you go and not discounting the future is embodied, and financial administration is committed to a board of finance chosen under limited suffrage. We need not pause to argue these amendments, inasmuch as they need simple statement rather than vehement presentation, and particularly need to be kept before the public attention. They were approved by the last Legislature, although probably this branch of city administration is or might be only a small proportion of the people have as yet

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noticed the fact; they are next to come before the Legislature to be chosen next month. The argument for them is exceedingly simple. Experience has shown abundantly the necessity of stringent restrictions, placed in the fundamental law, upon incurring debt and upon the license and abuse which creep into legislation; the evil of "special legislation" has been dealt with by the present constitution, and the worst danger before these amendments is that of public forgetfulness. No endeavors to keep the best men in power will accomplish successful results so long as the governmental system is deficient and depends upon the right course being followed because it is the right course; if the intelligent voters of the metropolis, therefore, let the subject stay out of the election by not making support of the amendments a test of candidacy for the next Legislature, and if thus the careful work of the Commission is thrown away, there will be reason hereafter to repent of the folly. The people of the interior, also, will make a great mistake if they are indifferent to the matter as one not concerning them. The welfare of the cities does intimately concern them; and, moreover, the amendments are of vital consequence as embodying and establishing permanent principles of government which are of general application. The CHRONICLE cannot dwell upon this subject every week; but if it could and should do so it would no more than do justice to its earnest conviction that support of this measure ought to be required of every candidate for the Legislature, and that agitation of it should never be allowed to cease.

RAILROAD EARNINGS IN SEPT. AND FROM JAN. 1 TO OCT. 1.

The second month of the grain carrying season has now elapsed, and on several of the Western roads the increase in earnings has been larger than anticipated. Chicago Milwaukie & St. Paul heads the list with an increase in September of \$534,000, Chicago & Northwestern follows with an increase of \$357,170, Illinois Central shows an increase of \$137,962 on its main and leased lines, Bur. Cedar Rapids & Northern an increase of \$103,426, being over 100 per cent larger than in 1876. It is generally conceded that the quantity of surplus grain for export from the northwestern States has not heretofore been equaled.

While the roads above named, and others similarly benefited by the large grain crop, are thus showing a material improvement in traffic, the roads west and southwest from St. Louis which have been conspicuous during past months for their exceptional prosperity, do not now show so favorable an exhibit as compared with last year. It is also observed at the Chicago & Alton road shows a decrease of \$50,921 in September, 1877.

None of the trunk-line roads are reporting their earnings to any late date, unless we except the receiver's report for Ohio & Mississippi, which is given as follows for September:

From conductors 4,946 Individual railroad companies, etc	Arrearage Vouchers subsequent to Nov., 1876. Pay-rolls and arrearages. Interest on con. morig., due	158,944 120,719
Total\$581,631	Jan. 1, 1877	236,372 15,470
The same with five a little and	Total	\$531,631

7 The friends of the trunk lines, however, now predict a large increase in their earnings as almost certain to follow the recent advance in freight rates, particularly after the close of navigation, which will now come in about six weeks. As a result of the late conference of trunk-line officers in this city, the "fifth class" in freights was abolished, and articles formerly included therein brought into "fourth class;" an advance was also made on "fourth class" freights, to take effect Oct. 8. A larger advance has now been made on all classes of West-bound freight, to take effect Oct. 15, when the schedule will be as follows from New York to leading Western cities :

	1st class.	2d class.	3d class.	4th class.
Buffalo	\$ 60	\$ 55	\$ 50	\$ 39
Cleveland	65	62	55	42
Cincinnati	95	89	80	62
Indianapolis	97	92	83	64
Louisville		1 13	1 03	81
Chicago	1 00	- 95	85	65
St. Louis		1 23	1 11	87
Toledo	77	73	65	54
Detroit	72	68	61	47

A material improvement has also taken place in lake and canal freights, which ruled at such very low figures when the season opened. The Buffalo Commercial Advertiser gives the following average prices for the month of September, for a series of years, from Chicago to Buffalo by lake, and from Buffalo to New York by canal:

	La	ke	Can	al. ——	
	Wheat.	Corn.	Wheat.	Corn.	
Years.	Cents.	Cents.	Cents.	Cents	
1868	. 9.1	7.0	16.2	13.6	
1869	. 6.5	6.0	16.0	13.7	
1870	5.6	4.1	10 8	10.0	
1871	9.6	9.0	11.3	19.5	
1872	. 14.8	13.8	12.5	11.6	
1873	12.6	11.6	11.8	10.1	
1874	. 3.5	3.2	9.5	8.5	
1875	. 25	5.5	7.0	6.4	
1876	2.6	2.3	6.3	5.6	
1877	4.0	3.4	7.7	6.7	

From desultory or occasional reports of traffic on various roads which cannot properly be brought into our tables on account of their irregularity, we have the following:

The earnings of the Chicago & Rock Island road for September show an increase of \$60,000.

The Michigan Central report closed May 31. The following is a statement of the gross and net earnings following the above date May 31.

date, many or.			
June	432,222	\$473,470 423,858 556,297	Dec \$61,731 Dec 8,363 Inc 12,815
TotalExpenses	\$1,510,906 1,186,748	\$1,453,626 1,094,808	Dec \$57,279 Dec 91,940
Not comings	4934 187	4010 010	T 404 004

The following is a comparative statement of gross earnings of the Texas & Pacific Railway Company for the months of June, July and August, 1876 and 1877:

Month. June	. 117,531	1877. 444 miles. \$140,067 166,987 220,053	Increase. \$27,185 49,455 80,483
Metale	A000 004	Aron 100	A120 420

The receiver of the Indianapolis Cincinnati and Lafayette Railroad reports for August:

1 8	
RECEIPTS.	
Cash remittances from passenger agents. From freight agents Other roads, mails, &c. Balance from July.	\$66,468 71,089 35,985 6,014
Total receipts	\$179,551
DISBURSEMENTS.	
Sapplies Wages of employes Balance due foreign roads Bond interest Taxes Misceilaneous	42,307 14,465 18,745 11,019
Total Balance carried to September account.	\$158,583

The Kansas Pacific in its August report gives total gross earnings \$309,824; net, \$115,316. These are divided among the several mortgage divisions, etc., as follows: First mortgage division, 140 miles, \$123,993 gross, \$51,988 net; second mortgage division, 254 miles, \$103,179 gross, \$39,162 net; third mortgage division, 244 miles, \$68,053 gross, \$21,780 net; Leavenworth branch, \$8,631 gross, \$1,398 net; Junction City & Fort Kearney, \$5,081 gross, \$2,668 net; Arkansas Valley, \$885 gross, net

dencia.				
GR	OSS EARNINGS	IN SEPTEMBE	R.	
	1877.	1876.	Inc.	Dec.
Atchison Top. & S. Fe	\$ 81,500	\$265,593	\$18,907	\$
Burl. C. Rap. & North'n.	194,226	90.8)0	103,428	
Cairo & St. Louis*	13,936	17,415		3,479
Central Pacific	1,420,585	1,871,876		451,311
Chicago & Alton	473,328	534,244		50,921
Chic. Mil. & St. Paul	1,180,000	645,831	534,169	
Chicago & Northwestern,	1,549,900	1,182,830	357,170	
Cl. Mt. V.& Del. & brchs.	38,687	85,021	3.666	
Denver & Rio Grande	78,033	47,358	80,680	
Grand Trunk of Canadat	849,551	752,366	97,185	
Gt. Western of Canadat.	357,523	363,034		5,561
Illinois CentIll. line	563,015	498,594	74,421	
do Ia. Leased lines only.	191,237	127,6 8	63.511	
Indianap. B. & Western	121,909	121,378	521	******
Int. & Gt. Northerns	136,000	133,102	2,898	
Kansas Pacific	341,661	301,959	39,702	*
Missouri Pacific	347,991	870,015		22,024
Missouri Kansas & Texas	307,178	324,144		16,966
Paducah & Memphis	14,591	15,374		788
St. L.A. & T.H. (br'chs)	49,666	44,615	5,051	
St. L. Iron Mt. & S	401,700	354,914	46,786	******
St. L. K. C. & North	321,160	290,600	30,580	
St. L. & San Francisco !.	132,990	137,416	******	4,426
Tol. Peoria & Warsaw*	81,225	108,832		24,607
Wabash	462,165	425,142	37,023	
Total	\$9,905,821	\$9,040,196	\$1,445,736	\$580,108
Net increase			865,628	

Three weeks only of September in each year.
For the four weeks ended September 39.
For the four weeks ended September 39.
For the four weeks ended September 29.
Between the 16th and 25th the operation of the road was interfered with by storm at Galveston.
In the figures of this road for each month of 1876 there was included the m of about \$10,000, received from rental of cars leased to other roads; this m does not appear in the return for this year, making the comparison with 6 less favorable than it otherwise would be.

Остовек 13, 1877.]			TH	E CH	RONICL	E				347
GROSS BARNIN		UARY 1 TO SEP	2.52.4		amo an	HT	7877.	1876.	—Jan. 1 1877.	to Ang. 31
At. Top. & Santa Fe Burl. C. Rap & Northern Cairo & St. Louis*	1977. \$1,763,835 809,809	1876. \$1,758,385 831,234	Inc. \$5,500	Dec. \$ 21,425	Philadelphia & Gross earning Operating ex	28	\$292,830 180,307	\$267,834 187,135	\$1,845,755 1,344,533	\$2,089,841 1,599,621
Control Pacific	169,993 12,036,107	189,254 13,136,197		19,261 1,100,090	1		\$112,083	\$80,699	\$501,222	\$567,220
Chicago & Alton	3,802,720 5,372,461 281,845 512,254	3,685,410 5,861,393 279,312 332,552	2,033 209,702	382,690 488,933	St. L. Iron Mt. Gross earning Operating &	28	\$374,145	\$274,160 189,328	\$2,593,626 1,435,879	\$2,251,133 1,429,353
Denver & Rio Grande Grand Trunkf	6,711.980 2,780,875	6,978,467 2,964,955	200,100	256,487 184,080			\$194,019	\$84,833	\$1,117,547	\$821,780
Great Western: Illinois Central (Ill. line) Ind. Bloom. & Western	3,621,1:0 914,667	4,038,929 1,117,691		417,819 203,024	St. L. & So. Ea	stSt. L.	Div.—	- 11 M		and the Salah
Int. & Great Northern Kansas Pacific	998,560 2,271,893	859,030 2,154,821	139.500 117,072		Gross earning Operating exp	enses	\$60,121 43,413	\$53,244 41,536	\$379,529 302,831	\$386,548 313,781
Missouri Pacific Missouri Kansas & Texas	2,795,019 2,3:4,534	2,680,932 2,2 0,652	111,087 53,932	*****	Net earning	zs	\$16,708	\$11,698	\$76,693	\$72,761
Paducah & Memphis St. L. A. & T.H. (br'chs) St. L. Iron Mt. & So	134,414 365,341 2,935,326	150,173 314,816 2,606,047	20,525 379,279	15,759	St. L. & So. Ea Gross earning Operating ex	zs	\$39,437	\$34,985 32,232	\$211,948 174,992	\$215,021 186,706
St. L. Kansas City & N	2,228,910 963,036	2,233,620 9:1,680	11,356	34,710	100		\$8,563	\$2,753	\$16,359	\$28,315
Tol. Peoria & Warsaw	778,362 3,210,421	1,038,437 3,205,323	5,093	260,075	St. L. & So. E. Gross earning	st.—Tenn	. Div.— \$17,140	\$13,737	\$98,789	\$97,478
Total Net decrease	57,353,071	\$59,689,345	\$1,058,079	\$8,394,353 2,336,274	Operating ex	penses		11,756	83,483	
* Three weeks only of Se				2,500,212	Net earning		\$5,517	\$1,981	\$15,301	\$14,576
† From January 1 to Sep ‡ From January 1 to Sep	tember 29. tember 28.				St. Paul & Stor Gross earning Operating ex		\$39,170 28,808	\$44,241 30,351	\$287,426 218,900	\$361,554 240,415
The following companies		ently reported in august.	their earning	s for Aug.:	Net earning	zs	\$10,867	\$13,890	\$68,526	\$121,18
	1877.	1876.		Decrease.	Sioux City & S Gross earning		\$24,022	\$29,966	\$158,352	\$218,991
Atlantic & Gt. Western Chicago Burl. & Quincy Hannibal & St. Joseph	\$422,016 1,330,243 184,210	\$303,703 1,049,871 171,380	\$118,310 230,378	\$	Operating ex	penses		19,128	139,844	167,481
Houston & Texas Cent Louisville & Nashville	199,875 461,492	208,106 413,895	12,830 47,507	8,231	Net earning	gs	\$5,467	\$6,938	\$18,508	\$51,510
Michigan Central Mobile & Ohio Nash, Chat. & St. Louis	556,297 125,714 151,997	543,481 119,096 131,103	12,816 7,618 23,894		Catest M	lonetar	y and Con	nmercio	d Englis	h News
New Jersey Midland	63,403 292,390 53,194	62,925 267,834 43,963	1,078 24,553 9,231		RICESOF	вкен	ANGE AT L	ON DON	AND ON	LONDON
St. Joseph & Western St. Paul & Sioux City Sioux City & St. Paul	39,170 24,022	44,241 26,066		5,071 2,044			ONDON-	11	IANGE ON	LONDON.
Total	\$3,906,939	\$3,381,067	\$538,218 522,872	\$15,346		1	1	LATEST	11	
GROSS EARNI		NUARY 1 TO A			on-	TIME.	RATE.	DATE.	TIME.	RATE.
Chicago Burl. & Quincy Hannibal & St. Joseph	1877. \$7,531,512	1876. \$7,549,622	\$	B18,110	Amsterdam	short.	12.2 3 12.3 25.37 6 25.42 6	Sept. 28.	short	12.11 25.21
Louisville & Nashville	3,409,578	1,214,169 3,175,808	27,933 233,770	10.000	Hamburg	short.	20.68 @20.72 25.15 @25.25	44	3 mos.	20.42 25.16
Mobile & Ohio	1,097,636	1,065,534 1,135,134	96.530	16,039 3 7, 4 93	Paris Vienna	3 months.	25.80 225.35 12.05 212.10	Sept. 23.	3 mos.	117.76
New Jersey Midland Philadelphia & Erie	1,845,755	412,975 2,089,841	26,779	244,036	Berlin Frankfort	44	20.68 0 20.72 20.67 0 20.72	Sept. 2x	short.	20.42
St. Joseph & Western St. Paul & Sioux City	287,425	243,401 361,554	16,041	74.128	St. Petersburg	**	23%@23% 47%@47%	£ ept. 25.	3 mos.	24 8-16
Sioux City & St. Paul		\$17,457,029	\$304,520	\$450,500	Lisbon	90 days.	51% 351% 28.02% 328.07%			*****
Net decrease	•11,951,049	•11,431,043		145,980	Genoa Naples	**	28.021/4@28.071/4 28.021/4@28.071/4	Sept. 28.	short.	27.40

Bombay...
Calcutta...
Hong Kong..
Shanghai...
Mauritius...

demand.

GROSS EARNINGS, EXPENSES AND NET EARNINGS.

The statement below gives the gross earnings, operating expenses and net earnings for the month of August, and from January 1 to August 31, of all the roads that will furnish statements for publication:

None and the	-Au 1877.	gust.————————————————————————————————————	-Jan. 1 to	Aug. 31
Atchison Topeka & Sante Fe- Gross earnings		\$243,133 117,793	\$1,479,335 815,330	\$1,492,792 753,037
Net earnings \$	141,792	\$130,339	\$631,935	\$:31,755
Burl. Cedar Rapids & North.— Gross earnings	113,625 73,489	\$77,951 70,215	\$615,583 476,193	\$740,434 576,666
Net earnings	840,136	₹7,736	\$139,39)	\$163,768
Chic. Burl. & Quincy— Gross earnings\$1, Expenses	330,249 574,392	\$1,049,871 541,493	\$7,531,513 4,245,779	\$7,547,622 4,073,695
Net earnings 8	755,857	\$508,378	\$3,285,733	\$3,475,927
Clev. Mt. Vernon & Del. and B:	°chs.— \$13,989 24,238	\$33,001 24,929	\$242,658 196,485	\$244,231 202,407
Net earnings	\$9,691	\$8,072	\$46,172	\$41,884
Houston & Texas Central— Gross earnings	199,875 131,986	\$203,106 152 623	\$	8
Net earnings	\$67,983	\$55,473	\$	\$
Kansas Pacific.—	309,825 194,508	\$254,788 145,127	\$1,930,232 1,173,347	\$1,852,863 1,148,381
Net earnings	115,317	\$109,636	\$758,905	\$704,481
Louisville Cin. & Lex.— Gross earnings	72,530	\$	\$704,370 552,413	8
Net profits	\$31,564	\$	\$151,937	8
Nashville Chatt. & St. L	3154,997 89,952	\$131,103 \$1,637	\$1,097,636 670,927	\$1,135,134 715,268
Net earnings	\$65,045	\$46,456	\$426,709	\$419,868
New Jersey Midland-	\$63,403 49,583	\$62,325	\$439,754 338,864	\$112,975
Net earnings	\$13,820	\$	\$100,890	8
Paducah & Memphis-	\$17,937 9,690	\$15,704 11,682	\$119,823 83,785	\$184,799 95,288
Net earnings	\$8,217	\$4,022	\$37,088	239,516

18. 9\% @18. 9\% at Sept. 22. 28. 9\% -1id.nom Sept. 22. 29. 00 Sept. 13. 90 days. 3810\% -11d.nom Sept. 26. 3 mos. [From our own correspondent.]

Sept. 27. Sept. 26. Sept. 22. Sept. 22. Sept. 13.

47.90 4.83% 21% 41%@42

6 mos. 1s. 9 7-16d. 1s. 9 3d. 3s. 11d. 5s. 4 3d. 90 days. 14% pr. ct. prem

LONDON, Saturday, Sept. 29, 1877. Business in nearly every department remains extremely quiet. In scarcely any branch of business is a disposition shown to enter into transactions of any magnitude, and as we are now entering upon the last quarter of the year, it is regarded as more than probable that the new year will have dawned upon us before any revival of commercial activity shall have taken place. Some peace rumors have, it is true, been in circulation; but not only is there reason for disregarding them, but there is also ample evidence that the Russians are making preparations for a winter campaign. A large number of huts has been ordered for immediate construction in this country, and probably orders have been given out elsewhere; but in spite of this, the military situation in Russia suffered such reverses of late, that the Government may begin to consider that it would be judicious to make peace, more especially as Turkey would be willing to agree to honorable terms. It seems to be tolerably clear that only prolonged fighting will enable the Russian army to single out those officers who are capable of conducting a campaign, but when we hear it asserted that the Russian losses have not been less than 100,000 men, the Russian Government may well pause and consider if the advantages they may gain are likely to be an equiva'ent to the sacrifices which they must make. The Russians well know what winter quarters on the Danube mean, for pestilence, disease and death will assuredly fight the battle for the Turks, and will thin the Russian ranks materially. The Turks must also suffer in a similar way, and it is thus hoped that during the short days of winter a time for reflection will arrive, which may lead eventually to peace. The commercial interests of this country, in the meantime, must suffer, because the belief in peace is so vague

and indistinct that no merchant would care to embark in business as if peace were assured, besides which there are so many other complications likely to arise that it has become impossible to trade extensively until the doubts which at present exist have been dispelled.

The state of political affairs in France is still a great obstacle to improved trade. The elections are near at hand, and the action of the Government in advising the people to vote for the candidates which they have put forward having produced considerable irritation, the conflict is likely to be a severe one, and to be fraught with considerable danger. The state of affairs in France is obviously a cause for much anxiety; but it is quite possible that the arbitrary acts of the Gevernment will in the end lead to a firm establishment of the Republic, or there may be another cound detat.

The subscriptions to the Indian Famine Fund continue liberal, nearly £300,000 having row been subscribed. The repetition of these famines, due entirely to drought, is calculated, nevertheless, to produce a beneficial effect. The necessity for the storage of water has long been acknowledged, and it would seem that it would be by no means a bold policy for a government at the head of this country to propose a loan the proceeds of which shall be adequate to construct the necessary works. At the present time, when money is abundant, and when there is but little prospect of any improvement in trade, a loan for such a purpose, and with a British guarantee, would meet with rapid success, in addition to which a considerable proportion of the loan would have to be spent in this country for the necessary appliances. There is now great distrust with regard to foreign securities, especially those of the Continent and of the South American republics. Public companies are avoided, and hence a loan for Indian irrigation works, even though it should eventually reach a heavy total, would be a speedy success. Whatever might be the total amount it is quite clear that the loan would have to be spread over several years, as the necessary works would take a long time to complete.

The Treasury have this week announced an issue of bills to the amount of £3,000,000, tenders for which will be received at the Bank of England up to the 4th of October next. The bills are repayable three and six months after date.

The Secretary of State for India has given notice that he will be prepared to receive on Tuesday, the 9th of October, tenders for a loan of £3,000,000 for seven years, on the security of debentures transferable by delivery, in amounts of £1,000 and £500 each, bearing interest at the rate of 4 per cent per annum. Interest will be payable half-yearly at the Bank of England, and the loan is to be repaid at par on the 16th August, 1884. The last instal ment is to be paid on the 4th January, 1878, but those who may desire to pay up in full will be allowed a discount at the rate of 4 per cent per annum. The first coupon, which will be payable on February 16th, will be for six months' interest. No allotment will be made for a smaller sum than £500.

The demand for money during the week has been exceedingly moderate, and in the absence of an active demand for gold for Germany, the rates of discount have remained easy. It is believed, nevertheless, that some purchases of gold on account of the German mint would necessitate an immediate upward movement. The price of silver is rising, and the German Government has probably a large and increasing balance on this side. It is quite probable, therefore, that a large sum will be withdrawn, at a moment when it is least expected. The supply of mercantile paper, however, is still very limited, and there is no prospect of any immediate increase in it. Should a rise in the value of money take place, it will be due to a demand for gold, and not to augmented requirements for commercial or financial purposes. The rates for money are as follows:

Bank rate 8	Open-market rates: 4 months' bank bills	Per cent .
Open-market rates: 30 and 60 days' bills 2%@2% 8 months' bills 24 da24	6 months' bank bills 4 and 6 months' trade bil	8% 3 8%

The rates of interest allowed by the joint-stock banks and discount houses for deposits are as under:

	Pe	r cent.
Joint-stock banks.	2	@
Discount houses at Call	2	(m)
Discount houses with 7 days' notice	. 2	@ 21
Discount houses with 14 days' notice	2	@ 21

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland cotton, of No. 40's Mule twist, fair second quality.

and the Bankers' Clearing House return, compared with the four previous years:

Circulation-including	1873. £	1874. £	1875.	1876. £	1877. £
bank post-bills	27,127,640	27,666,229	29,221,437	28,334.314	27,721,469
Public deposits	6,922,208	5,208,033	4,624,098	7,043,838	5,274,794
Other deposits	22,118,192	19,630,608	22,912,858	27,517,747	21,736,577
Government securities.	13,398,185	18,533,689	13,582,156		14,121,093
Other securities	24,540,012	19,187,420	19,014,751	16,010,461	19,582,932
Reserve of notes and					,,
coin	9,954,181	10,813,805	13,587,782	21,851,251	11,895,257
Coin and bullion in					
both departments		23,090,300	27,408,042	34,527,641	24,239,207
Proportion of reserve					
to liabilities					43.51 p. c.
Bank-rate	5 p. c.	3 p. c.	2 p. c.	2 p. c.	8 p. c.
Consols	92	92%	93%		95%
English wheat, av. price	64s. 2d.	46s. 9d.	47s. 1d.	47s. 0d.	578. 6d.
Mid. Upland cotton	8 15-16d.	7 15-16d.	6 13-16d.	6d.	636d.
No.40s, mule twist, fair					
2d quality	1s. 21/4 d.	1a. 0%d.	11d.		
Clearing House return.	25,537,000	129,065,000	105,867,000	73,135,000	71.517.000

The following are the current rates of discount at the leading

ordiop worder.				
Bank rate,	Open market.	r	Bank ate.	Open
W cent.	per cent.	1 19 c	ent.	per cent.
Paris	1%		216	234
Hamburg 5	416	Rome	5	4
Berlin 5	436@156	Leipzig	5	416
Frankfort 5	414	Genoa	5	434
Viennaand Trieste 4%	4%@1%	Geneva	3	3
Madrid, Cadizand Bar-		New York		514@7
celona 6	8	Calcutta 1	0	
Lisbon and Oporto 6	5	Copenhagen	5	5
St. Petersburg 6	:@6			

There was no sale of India Council bills on Wednesday, and it is understood that no tenders will be invited for some time to come. The silver market has, in consequence, become firmer, and fine bars are now worth 55d. per ounce. The German Government must now be accumulating a large credit on this side, and hence some heavy withdrawals of gold may take place, which may not improbably have the effect of producing a rise in the Bank rate of discount.

On the Stock Exchange business has been of a very limited character. The tone has been somewhat undecided, dulness and steadiness being alternately apparent. United States Government securities, however, have been firm, and the tendency has been favorable, while American railroad bonds, although in very moderate request, have realized higher quotations. Canadian railway securities have also attracted attention, and prices exhibit a further improvement.

Small supplies of English wheat have been on sale, and the condition of the produce has been poor. The markets have been well supplied with foreign wheat. Millers have been operating cautiously; but good and fine qualities of produce have been held at full prices. Inferior wheat has met with a slow and irregular sale.

The deliveries of home-grown wheat at the principal markets of England and Wales are increasing, and in the 150 leading markets they amounted, during the week ended September 22, to 57,140 quarters, against 49,084 quarters in the previous week, and 65,758 quarters in the corresponding week of last year. In the whole Kingdom it is estimated that the sales amounted to 228,560 quarters, against 263,100 quarters in 1876, showing a deficiency this season of 34,540 quarters. Since harvest the deliveries in the 150 principal markets have reached a total 162,516 quarters, against 218,535 quarters; and in the whole Kingdom it is computed that they have been 650,000 quarters, against 874,140 quarters last season, showing a falling off of about 224,000 quarters. It is estimated that, without reckoning the supplies furnished ex-granary, the following quantities of wheat and flour have been placed upon the British markets during the first four weeks of the present and three preceding seasons:

Imports of wheat	443,534	1876. cwt. 3,094,180 339,320 3,785,000	1875. cwt. 6,320,744 491,410 2,940,000	1874. cwt. 3,988,705 316,074 4,940,500
Total	6,963,793	7,221,500 80,912	9,752,154 27,538	9,175,279 87,996
Result		7,140,588 46s. 7d.	9,724,616 48s. 5d.	9,137,283 47s. 7d.

The following figures show the imports and exports of cereal produce into and from the United Kingdom during the first four weeks of the new season, compared with the corresponding periods in the three previous years:

TM	P	R	T
	•	,	

	1877.	1876.	1875.	1874.
Wheatcwt.	3,702,959	3,094,180	6,320,744	3,938,705
Barley	631,205	666,447	547,724	1,315,595
Oats	1.261.376	956,034	1,058,506	822,951
Peas	68,707	92,953	58,920	59,457
Beans	253,705	433,719	296,489	154,837
Indian Corn	2,050,488	4,436,953	1,868,513	1,688,586
Mana	449 494	980 980	401 410	846.074

Остовен 13, 1877.]	THI	E CHI	RONICLE. 349
EXPORTS.	exito ama esoluj	LINIU	Same time in— Same time in— 1876
	1876. 1875. 75,411 25,684	1874. 30,823	1875
nest	1.010 3,167	698	1874. 48,563,450 1868. 66,430, 1878. 43,405,711 1867. 42,922
ats	8,159 4,757 742 857	1,647 2,248	1873
815 18,078	880 2,194 59,141 6,539	20,948	The imports of specie at this port during the same periods ha
our 6,419	5,501 1,854	7,178	been as follows:
English Market Reports Thedaily closing quotations in the ma		nd Liver	Oct. 3—Str. Carondelet Nassau U. S. silver 4 Oct. 4—Str. Algeria Liverpool U. S. gold 1, Oct. 5—Str. Niagara Havana Foreign gold 73 Oct. 5—Str. City of Vera Cruz Havana U. S. gold 3 Oct. 6—Str. Alps Aspinwall U. S. gold 3 Oct. 6—Str. Gold dast 5 6
ool for the past week have been report	ed hy cable on a	hown in	Oct. 5-Str. Niagara Havana Foreign gold 72,
	iou by cable, as e	HOWB IE	Oct. 5-Str. City of Vera Cruz Havana
e following summary:	The directors of	the Dank	Gold dust 5
London Money and Stock Market	sday fixed the n	ninimum	Total for the week
ate of discount at 5 per cent. The	bullion in the I	Bank has	Previously reported 11,695,
creased £693,000 during the week.			Total since Jan. 1, 1877
msols for money. 95 2-16 95 3-16 95 3-16	Wed. Thur. 6 95 3-16 95 7-16	Frt. 95 7-18	Same time in— 1876 \$5,953,631 Same time in— 1871 \$8,311,
account. 95 5-16 95 5-16 95%	95% 95 9-16	95 9-16	1875 10,222,080 1870
8.68 (5-208) 1867 107% 107% 107% 107% 107% 107% 107% 107%	107 107 107 107 107 107 107 107 107 107	107% 107%	1874 5,060,939 1869 14.703 1875 9,961,206 1868 6,078
of 1881 106% 106% 106%	106% 100%	x 105¾ 104	1872 4,994,309 1867 2,643,
w 4%8 104% 104% 104% 104% Liverpool Cotton Market.—See specia			The transactions for the week at the Custom House and Su
73	raport or cortor		Treasury have been as follows:
Liverpool Breadstuffs Market.—	rues. Wed. Th	ur. Fri.	Custom Sub-Treasury.
a d a d (s. d. s. d. s.	d. 8. d.	Receipts. Gold. Currency. Gold. Curren
our (extra State) \$ bbl 26 6 26 6 5 heat (R. W. spring). \$ ctl 10 0 10 0	26 6 26 6 26 0 3 10 3 19	6 26 6 3 10 4	Oct. 6 \$232,000 \$675,335 33 \$840,341 11 \$117,926 10 \$982,026
" (Red winter) " 11 3 11 3 1	1 4 11 4 11	4 11 5	" 9 331,000 363,609 52 290,201 91 343,047 01 651,151
	2 9 12 9 12	0	" 10 418,000 418,000 00 500,764 8# 907,314 16 415,29 " 11 336,000 347,949 79 863,147 37 561,235 99 554 250
orn (n. W. Inix.) by quarter 28 0 28 0 3	28 0 28 0 28 10 0 40 0 40	0 27 9	" 12 864,000 417,9:6 04 635,028 89 574,762 94 686,624
Liverpool Provisions Market.—	40	30 0	Total \$2,195,000 \$2,751,351 87 \$4 022,803 45 \$2,783,438 76 \$3,983,17
	rues. Wed. Th	or. Fri.	Balance, Oct. 5 102,636,593 18 43,361,847 58
R. d. R. d.	s. d. s. d. s.	d. s. d.	Balance, Oct. 12 102,601,506 29 43,401,478 03
ork (W't. mess) Pbbl 48 0 47 6	47 6 47 6 47	6 99 6 6 47 6	Texas Securities.—Messrs. Forster, Ludlow & Co., 7 Wall st., quote: State 7s,gld §110 112 Austin 10s100 10c G. H. & S. 6s, g. 83
acon (l'g cl. m.) new p cwt 40 0 40 6 47 0	40 6 40 6 40	3 40 0 0 46 9	7s.g.30 vrs \$111 113 Dallas 10s 90 H.&T.C.7s.g.1st \$3
rd (American) 46 6 47 0 neese (Am. fine) 61 0 61 0	61 0 62 0 63	0 63 0	108, pens. \$103\(\) 104\(\) Houston 6's 1\(\) 25 do 8s con. 2d 60 6s of 1892 100 S. Ant'io 10s 95 G.H.&H.7s, g.1st 75
Liverpool Produce Market			§ With interest.
Sat. Mon.	Tues. Wed. Tr	nar. Fri.	Toledo Peoria & Warsaw A. L. Hopkins, receiver of t
osin (common) W cwt. 5 3 5 3	8. d. 8. d. 8. 5 3 5 3 5	d. s. d. 3 5 3	road, has filed his report of receipts and expenditures for Aug
	10 0 10 0 10	0 10 0	and September, as follows:
etrolena(refined) gal 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/2 121/	7% 7%	12% 12%	Cash on hand August 1
loverseed (Am red) "	41 0 41 0 41	0 41 0	Cash on hand August 1 \$1 Receipt* August 148 Receipts September 159
pirite turpentine " 25 6 25 6	25 6 26 0 26	0 25 9	
London Produce and Oil Markets.	_		Total \$.03 Expenditures August \$187,566 Expenditures September 142,989—280
Sat. Mon. Tues			Expenditures September
£ s. d. £ s. d. £ s. ins'dc'ke(obl). \$ tr. 9 15 0 9 15 0 9 15	0 9 15 0 9 15	0 9 15 0	Balance on hand \$23
inseed (Cal.) \$\partial quar. 56 0 56 0 56 ugar(No.12 D'ch std)		0 56 0	United Companies of New Jersey The bill in equity, fi
on spot, \$ cwt 28 0 28 0 28	0 25 0 28	0 28 0	by Robert N. Wilson, representing upwards of 5,000 shares
on spot, \$9 cwt 28 0 28 0 28 perm oil \$9 tun. 78 0 0 78 0 0 78 0 78 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 78 0 0 0 78 0 0 0 78 0 0 0 78 0 0 0 78 0 0 0 78 0 0 0 78 0 0 0 78 0 0 0 0	0 78 0 0 78 0 0 35 0 0 85 0	0 78 0 0 0 85 0 0	Pennsylvania Railroad stock, praying for an injunction to restr
inseed oil 19 ton .30 5 0 30 5 0 30 5	0 30 10 0 30 10	0 30 10 0	that corporation from paying the rental of the New Jersey
			roads and canal, claims that in 1873 the Court of Errors and Appeals in New Jersey decided the lease to be invalid, and t
Commercial and Misc	ellaneous?	News.	some of the complainants have begun other proceedings to
			force that decree. The bill will not be pressed at present, as
IMPORTS AND EXPORTS FOR THE			is feared such action at this time might affect the stockholders
reek showed a decrease in dry goods		-	well as the credit of the company. The bill recites that previous to the execution of the indent
erchandise. The total imports			of lease, and while the same was in negotiation between
5,198,485 the preceding week and			parties thereto, a bill in equity was filed in the Court of Charc
ious. The exports for the week	ended Oct. 9 am	ounted to	in the State of New Jersey for an injunction restraining defe
6,373,639, against \$6,775,624 last we	ek and \$7,427,91	1 the pre-	ants from executing the indenture of lease. Then the bill relates that the injunction was denied, and t
ious week. The exports of cotton forere 9,421 bales, against 10,212 bales	he week before	The fat	the Court of Errors and Appeals, to which an appeal had b
owing are the imports at New York	for week ending	g (for dry	taken, subsequently made a decree, in which it was recited the
oods) Oct. 4 and for the week	ending (for gen	eral mer-	the said corporations of the State of New Jersey had no author
handise) Oct. 5:			to enter into or execute the said indenture, and in which dec
POREIGN IMPORTS AT NEW YOR		****	it was also ordered that the said decree of the said Court Chancery should be set aside and revised.
ry goods \$2,019,347 \$1,110	6,692 \$1,548,572	\$1,378.679	The bill further says: "Your orators aver that since the m
eneral merchandise 4,453,812 3.54	1,854 3,481,540	4,351,090	ing of the decree of the said Court of Chancery, or since
Total for the week. \$6,479,189 \$4,65	2,546 \$5,030,112	\$5,729.769	making of the said decree of the said Court of Errors and
reviously reported 309,573,072 252,89	5,833 220,870,289	249,400,542	peals, no change has taken place in the status of the said of whereby the equities of the parties, plaintiffs in the said bill
Since Jan, 1 \$316,052,261 \$267,54		\$255,130,311	revivor and supplement, have been so changed that a differ
In our report of the dry goods trade	will be found th	e imports	mode of relief from that prayed for in the original bill has
dry goods for one week later.			come necessary."
The following is a statement of the from the port of New York to foreign	exports (exclusive	of specie)	- We call the attention of investors to the line of securi
Oct. 9:	a ports for the we	ek enuing	offered by Messrs. Moller & Co., of 24 Nassau street, in
EXPORTS FROM NEW YORK			to-day's issue. A good security always commands favors attention, and Messrs. Moller & Co. propose to make a specis
or the week \$6,866,219 \$5,837	5. 1873.	1877.	of such investments as they can confidently offer to those de
or the week \$6,865,219 \$5,837 reviously reported 217,992,504 186,008	7,619 \$ 5,335,115 2,496 197,579,669	1877. \$6,373,639 209,561,156	ing safe and remunerative securities.
Since Jan. 1 \$224,858,728 \$191,847		\$215,934,795	-The "National Safety Paper" is now largely used in
m			The Line of the lot of the lot of the lot of the

Since Jan. 1...... \$224,858,728 \$191,847,115 \$202,914,784 \$215,984,795 The following will show the exports of specie from the port of New York for the week ending Oct. 6, 1877, and also a comparison of the total since Jan. 1 with the corresponding totals for several previous years: Oct. 4—Str. Herder London Amer. silver bars. \$105,000 Oct. 6—Str. City of Richmond Liverpool Amer. silver bars. \$107,400

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Total for the week \$212,400
Previously reported 23,562,319

—The "National Safety Paper" is now largely used in the manufacture of checks, drafts, certificates of stocks, &c., to prevent the raising of the amounts by erasure or the use of acids on the original instrument, and the substitution of higher figures. Messrs. Campbell, Hall & Co. are the manufacturers, 110 and 112 Nassau street.

—The Production of the Ontario Silver Mining Company for September was \$173,238, making the total to October 1, \$2,072,431 The company has declared its eleventh dividend of \$50,000 (gold), payable at Wells, Fargo & Co.'s on the 15th inst.

The Bankers' Bagette.

No National Banks organized during the past week.

DIVIDENDS.

The following dividends have recently been announced:

NAME OF COMPANY.	PER	WHEN	BOOKS CLOSED.	
	CENT.	P'ABLE.	(Days inclusive.)	
Railroads. Baltimore & Ohio (main stem) Lowell & Lawrence	3 3		Nov. 6 to Nov. 15	

FRIDAY, OCTOBER 12, 1877-5 P. M.

The Money Market and Financial Situation.—The salient points this week in financial matters are the higher rates for money here and the advance to 5 per cent in the Bank of England rate; the more frequent fluctuations in gold within a range of 102½@103½; continued low prices for exchange; a fair business in government bonds; and a generally strong tone in stocks, based on the advance in freight rates on the trunk lines.

The grain movement is watched with considerable interest from week to week, and although it is believed that farmers in many places are holding back their produce, the quantity coming forward is so much in excess of last year as to afford satisfaction even to those who have held high anticipations of the out-turn of the present crop. The movement of grain by rail and by lake from the Western lake and river ports in the month of September for four years past is shown in the following table:

	BY	RAIL.		
Week ending-	1877.	1876.	1875.	1874.
September 1;	1,146,301	1,573,058	1.520.811	1,233,049
" 8		1,808,411	1,233,049	490,470
** 15	1,124,304	1,658,318	1,584,652	257,523
41 22	1,082,128	1,8:0,361	1,378,492	351,198
. 29	1,119,699	1,797,847	1,235,021	370,089
	5,366,430	8,687,995	6,952,125	2,702,229
THE LAND CO. P. LEWIS CO. P. LEWIS CO., LAND C	BY	LAKE.		
September 1	3,564,263	1,698,491	3,398,744	3,330,736
" 8	3,604,606	2,434,473	3,398,744	3,330,736
" 15		2,963,634	2,291,503	2,816,284
" 22	3,958 420	2,268,994	2,305,510	2,207,730
44 29	3,977,079	2,427,397	2,551,437	2,450,454
	19,023,182	11,892,989	13,925,938	14,135,940

New York. Flour 810.223	Boston. 196,499	Portland.	Montreal. 96,156	Philad'a. 64,670	Baltm'e. 89,872
			50,100	02,010	00,012
Wheat 3,572,996	368,630	52,000	1,936,575	923,400	1.144,600
Corn 5,105,298	689,524	26,500	859,935	828,200	874,600
Oats 1,444,903	502,236	7,000	35,189	248,200	46,000
Barley 188,007	90,500		5,211	4,600	
Rye 495,394	39,200	*****	18,000	36,500	11,200
Total10,801,598	1,690,090	85,500	2,854,910	2,040,300	2,076,400
Total Sept., 1876— Flour 338,873	174,651	13,800	93,461	79,720	111,751
Grain 5,959,232	1,184,399	71,300	1,741,236	2,276,100	2,243,900
Total Sept., 1875-	-,,	12,000	2,1 22,200	2,210,100	2,213,000
Flour 297,019	169,170	12,110	87,695	76,550	87,412
Grain 7,870,251	874,536	112,500	1,048,992	1,734,800	1,299,800

In our local money market the rate on call loans has ranged most of the time at 6@7 per cent on stock collaterals, and 5@6 per cent on government bonds. On the calling in of some \$3,000,000 of stock loans on Tuesday, there was a temporary advance to 7 per cent gold. Prime commercial paper finds a sale at 6½ to 8 per cent.

The Bank of England rate was advanced to 5 per cent on Thursday, on a decline of £693,000 in specie during the week, and a decline in the reserve to 35½ per cent of the liabilities, against 37½ the previous week. Outside the Bank, discounts were obtainable at 4½ per cent. The Bank of France showed a decrease of 28,200,000 francs in specie.

The last statement of the New York City Clearing-House banks, issued October 6, showed an increase of \$55,350 in the excess above their 25 per cent legal reserve, the whole of such excess being \$8,490,350, against \$8,435,000 the previous week.

The following table shows the changes from the previous week and a comparison with the two preceding years:

		1877		1876.	1875.	
	Sept. 29.	Oct. 6.	Differences.	Oct. 7.	Oct. 9.	
Loans and dis.	\$241,847,800	\$238,470,900	Dec. \$3,376,900	\$263,323,300	\$282,173,600	
Specie	16,652,300	16,551,700	Dec. 100,600	19,469,200	6,701,500	
Circulation	15,724,400			14,705,500	17.852,400	
Net deposits			Dec. 2,917,800		230,156,100	
Legal tenders.	41,975,500	41,402,000	Dec. 573,500	53,587,600	60,356,800	

United States Bonds.—The prices of government securities have kept pace with the fluctuations in gold, to a greater or less extent, and the dealings have not been marked by any feature of special interest. Members of the syndicate are again reported to be in consultation with the Secretary of the Treasury, but nothing has yet been developed as a result of their interview.

	: ia			_					7
losing	prices	here	have	been	88	fo	llows	:	
							Oct.		

*-4		000,	Octo.	oct.	Oct.
Int. period. 6.	8.	9.	10.	11.	12.1
6s, 1881reg. Jan. & July. 108%	10834	108%	108%	109%	#100
68, 1881	*10934		*109%		
Called bonds	100 3	100/8	109%	110	*109%

6s, 5-20s, 1865, n. iregJan. & July. *105	105	*105	*105¥	*105%	10534
68, 5-20s, 1865, n. icoupJan. & July. 105	*104%	105 %	1051	10514	*1051/
6s, 5-20s, 1867 reg. Jan. & July. 106%	106%	*107	1073		#100
6s, 5-20s, 1867coupfan. & July. 107	106%	1071			
80 F 000 1000 Ton & July 100					
5s, 5-20s, 1868regJan. & July.*109	*108%	109	*109	*109	*109
68, 5-208, 1868coupJan. & July. *109%	1031	1091	1091	10914	*109
5s, 10-40sreg. Mar. & Sept. 1061/4	106%	*10636	*10656	106%	
58, 10-40s coup. Mar. & Sept. *10714	*10736	10714	*107	10714	
5s, funded, 1881regQuarFeb. 106%	*1063	106%			
38, runded, 1861 reg Quar reb. 100%	-100%				106%
5s, funded, 1881 coup Quar.—Feb. 106%	106%		*106%	106%	106%
41/48, 1891regQuarMar.*1041/4	104	103%	104	104%	1041
41/48, 1891coupQuarMar. 1037/4	104 -	104%	104	104	104%
4s, registered, 1907QuarJan. 101%			*101		104%
				101%	
4s, small coupon Quar.—Jan. 1011		101%		*10114	1011
68, Currencyreg. Jan. & July. 1201	12014	*120	*12036	120%	1201
mbis is the mules hid, no sateman made at	4 h . W.	and		- 10/4	

The range in prices since Jan. 1, 1877, and the amount of each class of bonds outstanding Oct. 1, 1877, were as follows:

	Danasal	nee Ten 4 1000	A	0.1.1.
	-Range si	nce Jan. 1, 1877	Amoun	
	Lowest.		Registered.	Coupon.
6s, 1881reg	. 1081/2 Oct.	6 114% Jan.	17 \$193,996,500	\$
6s, 1881coup	. 10914 Oct.	6 115% May	26	88,739,850
6s, 5-20s, 1865, newcoup		6 1113 May	17 60,929,950	106,597,600
6s, 5-20s; 1867 coup		8 114% May	26 98,429,000	212,189,900
6s, 5-20s, 1868coup		10 117% Jan.	22 15,729,500	21,736,300
58, 10-408 reg		8 114% Jan.	27 142,386,659	
5s, 10-40scoup		3 114% Feb.	6	52,179,600
5s, funded, 1881 coup			22 219,418,650	289,021,700
41/4s, 1891 reg		9 109% July	17 113,070,750	
41/8, 1891 coup		6 109 May	17	86,929,250
4s, 1907reg			241 9,114,500	885,500
6s, Currencyreg		11 126 July	18 64,623,512	

Closing prices of securities in London have been as follows:

4 - 4 - 9 - 1 - 1	Sept. 28.	Oct. 5.	Oct. 12.	Range since Jan, 1, '?' Lowest. Higher			
U. S. 6s, 5-20s, 1867 U. S. 5s, 10-40s. New 5s. New 4½ per cents	107%	107%	107% x105%	107 Oct. 10	110% Feb. 6 109 July 11		

state and Hallroad Bonds.—Virginia bonds, on small transactions, mostly in Baltimore, have been rather weak. Alabama class "A" have sold at 40½. Louisiana consols have been in fair demand at 81@81½, the total amount of consols issued to October 1 being reported at \$11,221,675, the old fundable bonds \$880,800, and the old non-fundable, \$3,971,000.

Railroad bonds have been in good demand, and nearly all the popular issues show firmer prices. There is evidently a recovery of confidence in these securities, and the higher prices of stocks necessarily strengthen the bonds, as interest payments must precede dividends, and the prospect of the latter is made the basis for the present large advance in stocks.

The following securities were sold at the Exchange salesroom:

8HARES. 53 Phenix National Bank 102½ 4 Niagara Fire Insurance Co	Elizabeth, N. J
59 Manhattan Bank	

Closing prices of leading State and Railroad Bonds for three weeks past, and the range since Jan. 1, 1877, have been as follows:

	Sept.	Uct.	Oct.	1-8	Since J	an. 1,	1877
STATES.	28.	5.	12.		west.	E	lighest.
Tennessee 6s, old	*42	*421/2	*42%	4214	Feb. 5	28 45	Jan. 11
do 6s, new	*42	42%	*4216	42	Feb.	8 441	4 June 7
North Carolina 6s, old	*161/2	*17	*15	17	Oct.	11 224	Jan. 6
Virginia 6s, consol	*75	*73	*70	8236	April	2 823	Apr. 2
do do 2d series		*41	*40	38	Jan.	16 45	Apr. 11
Missouri 6s, long bonds	1065%		*1061/	104	Jan. S	3 109	June 5
District of Columbia, 3-65s 1924	*73%	78%	74	71	Jan.	2 80	June 21
RAILROADS.	,.	, -					
Central of N. J. 1st consol	*66	*67	*65	50	Mch.		Jan. 5
Central Pacific 1st. 6s, gold	105%	*105%	105%	105%	Oct.		M June 11
Chic. Burl. & Quincy consol. 7s		*110	*110	106	Mch.	16 111	June 14
Chic. & Northwest'n, cp., gold		92%	9314	80%	April :		6 Oct. 8
Chic. M. & St. P. cons. s. fd, 78				78	Jan.	26 92	Oct. 6
Chic. R. I. & Pac. 1st, 78		*106%		106	Feb.		June 29
Erie 1st, 7s, extended				109	Jan.		
Lake Sh. & Mich. So.2d cons.cp	97	*97	93	93	July :	17 102	May 10
Michigan Central, consol. 78		105	105	100	May		€ Oct. 9
Morris & Essex, 1st mort			*1161/2		Feb.		June 7
N. Y. Cen. & Hud. 1st, coup		117%	*117	114	Mch.	5 121	
Ohio & Miss., cons. sink. fund	*931/9	*925%	95		June	28 95	Oct. 12
Pittsb. Ft. Wayne & Chic. 1st				117	Jan.	9 122	June 23
St. Louis & Iron Mt., 1st mort	*95%	*96%			Mch.	22 103	July 12
Union Pacific 1st, 6s, gold	104	10414	1041/	103	Jan.	9 108	June 18
do sinking fund	*943/	*941/	95	9214	Mch.	31 38	Feb. 6

* This is the price bid: no sale was made at the Board.

Railroad and Miscellaneous Stocks.—The stock market closes strong, and prices generally higher than last week. Aside from any immediate speculative influences bearing upon the market at the moment, the subjects most commonly spoken of as affecting the values of stocks are the higher freight rates established by the trunk lines and the increased tonnage counted on as soon as navigation closes. It is urged that the railroad managers have seen the folly of disagreeing and cutting under on rates, and that there is a reaction in sentiment which is likely to end in the establishment of as high rates as the business of the country will permit. So far as the recent action of the trunk line managers is an indication, it would seem that this view is correct, and that they will not be likely to stop short of prices that will pay handsomely for the transportation of freight on the present basis of expenses. The crop movement, as shown in another column, is so far quie up to expectations, and on the St. Paul and other Western roads most directly affected by the early movement of grain the effect on their earnings is very considerable. The full report of earnings on another page will furnish the details in regard to every road whose report can be obtained.

ct. 1 199%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55% 100%: 55%

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The daily highest and lowest prices have been as follows:

	Batu	rday.	Mon	day,	Tuesds	y,	Wedn	es'y,	Thurs	day,	Frid	ay,
	Oct	t. 6.	Oct	. 8.	Oct. 9		Oct	. 10.	Oct.	11.	Oct.	12.
At. & Pac. Tel.	*19	2014	*18	2016		20	*17	2014	*	20%	*18	20
Central of N.J			18	18	17 1	816	*17	18	17%	1736	17	17
Chic. Burl.&Q	104	105	1031	104		13 14	103	1033	102%		1031	103%
C. Mil. & St. P.	40	42	411/4	4216		11%	38%	40%	3:14	40	39 X	40%
do pref.	7036	72	71	7216	69 X 7	1	69%	70	70 ×	70%	70%	7136
Chic. & North.	40%	42%	4236	4314	41 4	2%	40	424	40	42	41 %	42%
do pref.	6634	68 X	6834	69%		814	6514	67%	6536	6734	6834	67×
C. R. I. & Pac.	104%	10536	104 %	10534		1434	10.5	104		103	103%	104
Del.& H. Canal	42%	43	4234	45		4	4036	42	4014	42%	41%	42
Del. L. & West	51	5234	511/4	531/	50 k 5	214	4736	51	47%	5036	49%	50%
	1214	1436	13%	15		436	1236	14 %	121%	13%	13%	1436
Han, & St. Jos	131/4	1314	13%	13%	13 1	314	13	13	12 %	***	1314	13%
do pref.	29	29	28%	231/		3	*27		28	28	29	29
Harlem	•142	143	*141				*140%	143			143	142
Ill. Central	7514		76	7736	7636 7	7	76	76%	75%	76%	7614	77
Lake Shore	70	7136	7214	7336	70% 7	21%	70	7136	6914	7234	7236	73%
Michigan Cent	62%	6316	62%	6414	63 % 6	53%	63	65	6236	64 %	6436	67%
Morris & Essex	75%	75%	75%	77	75 7	6	7214	75	72%	75	7414	71
N.Y.Cen.&H.R	10714	:0816	107 X	10934	103% 10	17%	105%	107%	103	10734	10736	103%
Ohio & Miss	834	9%	9	9%	9	9%	834	934	8%	914	8%	914
Pacific Mail	25%	2434	24	243	23% 2	414	28 %	2414	281/2	2836	23	2316
Panama	11936	120	*131		123 12	3	1:28	130	123	123	130	130
Wab. P.C. R'ts	18%	19%	1914	2014	185 2	2014	18%	20%	18%	19%	18%	19%
Union Pacific.	6716	67%	6714	6736	67 6	71%	6736	6736	1634	6634	67	6:36
West. Un. Tel.	81%	82 %	8216	9334		14	82%	1436	80%	8234	83	84
Adams Exp	*98	u9 .	*93	99%	99% 10		9834	99	96 X	97%	*97	93
American Ex .	55	55%				4	5814	54%	55	55	55	55
United States.	4936	50	4914	49%		9	48	48	*481/4	49	49	49
Wells, Fargo	8516	8516	85	85	85 8	5	*84%	35	85	8534	84,14	811%
a muta to the n	elco hi	d and	agked	· no	ente we	a m	ade at	the F	loard.			

Total sales this week, and the range in prices since Jan. 1, 1876, were as follows:

	Sales	ſ					-	W	ole
	of w'k.	_Ja	n. 1.	187	7. to	date	-	year	1876.
	Shares	Lo	west.	1	Hi	ghest		Low.	High
Atlantic & Pacific Telegraph	100	151/6	Feb.	3	25	Mch.	14	1436	22
Central of New Jersey	830		June	11	3734	Jan.	3	20%	109%
Chicago Burl. & Quincy	2,913	94	Mch.	19	118%	Jan.	26	11236	12136
Chicago Mil. & St. Paul	74,911	11	Apr.	12	421/2	Oct.	. 8	181/2	46%
do do pref			Apr.			Oct.	1	49%	843
Chicago & Northwestern			Apr.	13		Oct.	8	31%	4514
do do pref	73,065	37%	Apr.	23	6936	Oct.	8	55%	6736
Chicago Rock Island & Pacific	19,496	8216	Apr.	23	10536	Oct.	8	9814	111%
Delaware & Hudson Canal	20,575	25%	June	13	7436	Jan.	4	6114	125
Delaware Lack. & Western	249,539	30%	June	11	77	Jan.	13		120%
Erie	247,237	45%	Apr.	2	15	Oct.	8	734	233
Hannibal & St. Joseph	1,620	7	Apr.	17	15%	July	3	10%	22%
do do pref	1,025	17	Apr.	17	33%	July	3	18%	3336
Harlem	200	135	Feb.	19	144	May	22	130%	145
Illinois Central	6,686	401/4	Apr.	2	77%	Oct.	8	60%	103%
Lake Shore	252,066	45	Apr.	23	73%	Oct.	8	48%	68%
Michigan Central	59,870	35%	Apr.	2		Oct.	12	34%	6536
Morris & E-sex	15,604		June	13		Jan.	12	84	106
N. Y. Central & Hudson River			Apr.				8	98	11736
Ohio & Mississippi	52,826		July		9%	Oct.	6	5	247
Pacific Mail	11,645		Apr.		2614	Aug.	24	16%	39%
Panama	284	80	Apr.	3	130	Mch.	1	122	140
Wabash Receipts	£9,671	1/6	June	30		Oct.	8		
Union Pacific	2,110	59%	Jan.	15	73	Mch.	2	57%	743
Western Union Telegraph	189,834		Apr.	4	84%	Sept.	5		80%
Adams Express	570		Apr.	23	105	Jan.		100	114
American Express	813		July			Feb.	5		67
United States Express	627	36	Apr.		59%	Jan.	8	49%	76%
Wells, Fargo & Co	365	81	July			June	5		91

Total sales of the week in leading stocks were as follows:

		Northw. pref.		West'n Union.			Del. L. & W.	Erie.	Del. & Hud.
Oct.	6	15,150	55,834	19.010	17,351	7,600	41,175	44,200	4,100
66	8	16,725	38,757	37,203	9,550	12,200	28,100	65,010	3,425
44	9	11,540	35,510	28,209	17,710	10,704	34,314	44,660	3,400
44	10,	. 11,800	39,200	27,706	10,700	8,950	6),830	37,950	4,835
44	11	. 11,150	38,395	39,400	10,700	5,200	50,92)	18,997	3,805
66	12	. 6,700	41,370	39,300	8,900	15,216	34,200	36,430	1,010

The total number of shares of stock outstanding is given in the last line, for the purpose of comparison.

The latest railroad earnings, and the totals from Jan. 1 to latest dates, are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1, to, and including, the report mentioned in the second column.

an the second column.				
Latest earn				atest date
	1877.	1876.	1877.	1876.
Atch. Top. & S. Fe Month of Sept	2284,500	\$265,593	\$1,763,885	\$1,753,385
Atlantic & Gt. West., Month of Aug.,	422,016	303,706		
Bur. C. Rap. & North 1st week of Oct.	41,884	24,611	851,693	855,845
Cairo & St. Louis 3d week of Sept.	4,135	6,590	169,993	189,254
Central Pacific Month of Sept	1,4 0,535	1,871,876	12,0:6,107	13, 136, 197
Chicago & Alton Month of Sept	473,823	521,244	3,302,720	3,685,410
Chic. Burl & Quincy. Month of Aug	1,330,249	1,049,871	7,531,512	7,549.622
Unic. Mil. & St. Paul 1st week of Oct.	285,000	183,828	5,657,460	6,045,221
Clev. Mt. V. & D., &c., Month of Sept.	33,687	35,021		279,312
Denv. & Rio Grande Month of Sept	73,033	47, 53		
Grand Trunk W'k end. Sep. 23.	228,056	193,044		6,978,467
Great Western W'k end Sep 28.	113,736	99,003		2,964,955
Hannibal & St. Jo 3d week of Sept	47,000	41,385		
Houst'n & l'ex. Cent Month of Aug	199,875	208,106		
Illinois Cen. (Id.line) Month of Sept	563,0.5	4 8,594	3,621,110	4,033,929
do (Leased lines). Month of Sept	191,259	127,698		****
Indianap. Bl. & W Month of Sept	121,909	121,378		1,117,691
Int. & Gt. Northern1st week of Oct.	37,000	32,000		891,060
Kansas Pacific Month of Sept	341,661	301,959		2,154,821
Louisv. Cin. & Lex Month of Aug	104,494	440 000	704,370	0.457.600
Louisv. & Nash., &c Month of Aug	461,402	413,895		3,175,808
Missouri Pacific Month of Sept	347,991	370,015		2,680,932
Mo. Kansas & Texas 4th week of Sept.	90,689	105,592		
Mobile & Ohio Month of Aug	125,714	118,096		1,065,534
New Jersey Midland Month of Aug	63,403	62,325		
Nashv. Chatt. & St. L. Month of Aug Pad. & Elizabetht'n Month of Aug	154,997	131,103		1,135,134
Fad. & Memphis Month of Aug	31,701	15 024	101 414	120 100
Pad. & Memphis Month of Sept	14,591	15,874		150,173
Phila. & Erie Month of Aug St. Jos. & Western Month of Aug	292,390 53,194	267,834		
St.L.A.&T.H.(brchs). Wonth of Sept.	49,666	43,963		
St.L. I. Mt. & South Month of Sept	401,700	44,615		311,816
St. L. K. C.& North'n 1st week of Oct.	77,333	854,914 80,510		
		137,416		
St.L.&S.E'n(StL.div.) 2d week of Sept.	14,342	13,856		951,680 414,736
(Ken.div.)2d week of Sept.	6,792	6,719		229,428
" (There at week of Sept.	0,134	0,119	wen'09T	423,440

Latest earnings	reported.	-	Jan. 1 to la	test date.
4 2 3 4 2 35 8 2 3	1877.	1876.	1877.	1876.
St. Paul & S. City Month of Aug	\$39,170	\$44,241	\$287,426	\$361,554
Sioux City&St.Paul Month of Aug	24,027	26,066		218,991
Tol. Peoria & Warsaw 3d week of Sept	27,605	42,993		1,038,437
Wabash	113,259	111,783		3,317,116
Union Pacific Month of July	994,997	978,781	6,987,406	6,624,714

The Gold Market.—Gold has fluctuated rather more frequently each day during the past week, and after selling down to 102½ on Monday and afterwards recovering to 103½, closes today at 103. On gold loans the rates to-day were 1, 1½, 2½, 3, 2 and 4 per cent for carrying. Loans were also made flat.

The following table will show the course of gold and gold clearings and balances each day of the past week:

		-Quot	ations		Total	-Bals	nces
	Op'n	Low.	High	Clos.	Clearings.	Gold.	Currency.
Saturday, Oct. 6	. 102%	102%	10234	102%	\$16,408,000	\$1,921,335	\$1,977,993
	. 10236				20,267,000	1,2:6,000	1,325,348
Tuesday, " 9	. 1021/	10236	102%	102%	20,037,000	1,144,106	1,181,402
Wednesday, " 10	. 10234				17,714,000	1,503,085	1,546,487
Thursday, " 11				102%	27,165,000	1.266,707	1,306,674
Friday, " 12	. 102%	10278	1031/8	103	23,795,000	1,356,169	1,409,822
Current week	. 102%	1024	:0314	103	\$125,386,000	4	\$
Previous week	. 103	102%	103%	10234	102,978,000		1,296,839
Jan. 1 to date	. 10736	1024	107%	103			

The following are the quotations in gold for foreign and

Sovereigns \$4 84 @ \$4	88 !]	Dimes & half dimes.	_	96%@	_	9716
Napoleons 3 84 @ 3	88 11	Large silver, 18 & 18	_	96%	-	9716
X X Reichmarks 4 74 @ 4	80 11	Five francs				
X Guilders 3 90 @ 4	10 1	Mexican dollars				
Spanish Doubloons, 15 60 2 15	90 1	English silver				
Mexican Doubloons 15 50 @ 15	60 11	Prussian silv, thalers				
Fine silver bars 118% 70						
Fine gold bars par@14p						/5

Exchange.—The business in foreign bills has not been very active, and prices of 60 days sterling have varied little since our last. Since the advance to 5 per cent in Bank of England rate, demand bill have been put up to 4.86 as the asking price, and to-day actual business was done at 4.80½ for 60 days, and 4.85½@4.85½ for demand.

4.004@4.504 for demand.

In domestic exchange quotations yesterday were as follows on New York at the places named: Savannah, heavy, buying § discount, selling ‡ discount; Cincinnati, quiet, buying 50 discount@par, selling 50 to 100 premium; Charleston, buying å discount, selling ‡@par; St. Louis, 1-10 discount; New Orleans, commercial, \$@7-16, bank ‡; Chicago, 60 discount; Milwaukee, par between banks.

Onotations for foreign exchanges

Quotations for foreign exchange are as follows:

		12
	60 days.	3 days.
Prime bankers' sterling bills on London	4.80%@4.81	4.85%@4.86
Good bankers' and prime commercial	4.80 @4.80%	4.85 @4.85%
Good commercial	4.78%@4.79%	4.83%@4.84
Documentary commercial	4.78 @4.79	4.83 @4.84
Paris (francs)	5,22 % @5,20	5.20 @5.18%
Antwerp (francs)	5, 22% @5.20	5.20 @5.18%
Swiss (francs)	5.2314@5.20	5.20 @5.18%
Amsterdam (guilders)	39% @ 40	401/0 401/
Hamburg (reichmarks)	93%@ 91%	91%@ 95%
Frankfort (reichmarks)	93% @ 94%	94 6 95%
Bremen (reichmarks)	93% @ 94%	94%@ 95%
Borlin (reichmarks)	092 @ 011/	047/00 051/

Specie I. Tenders Denesits Circulation Acr Clear

Boston Banks.—Totals were as follows:

ı		Loans.	specie. 1	. Tenders.		direulation.	Agg. Clear.
1	Apr. 23.	\$127,123,900	\$2,619,703	\$6,026,900	\$52,476,000	\$23,420,000	\$46,904,449
I	Apr. 30.		2,331,700	6,561,200	52,975,200	23,304,900	43,708,082
ı	May 7.	124,671,300	2,542,000	6,916,300	54,437,500	23,371,400	54,070,162
١	May 14.	129,033,100	2,429,600	7,012,200	53,208,000	28,341,50	45,662,990
١	May 21.	129,488,900	2,337,800	7,000,700	52,913,2 0	23,432,000	45,785,125
I	May 28.	129,151,700	2,117,300	7,202,300	51,881,800	23,115,200	40,615,385
1	June 4.	129,432,300	1,996,500	7,149,000	51,995,800	23,001,500	3 -,959,901
١	June 11.	1:0,777,700	1,923,300	7,135,200	51,763,200	23,297,600	42,455,112
1	June 18.	129,900,700	1,85 ,200	7,045,000	51,480,500	23,171,300	45,541,191
1	June 25.	130,946,000	1,763,200	7,154,300	52,100,500	23,290,500	41,004,048
1	July 2.	131,088,200	1.934,200	7,123,200	52,517,400	23, 104, 300	43,310,039
ı	July 9.	131,850,000	2,429,500	6,316,700	53,736,100	23,672,100	51,514.098
ł	July 16.	132,442,200	2,338,700	5,718,700	52 379,900	23,103,800	49,310,016
l	July 23.	131 378,800	1,947,700	5,725,300	51,200,000	23,502,200	45,485,814
ı	July 30.	129,844,800	1,753,000	6,008,900	50,450,300	23,440,900	39,063,999
ı	Aug. 6.	129,167,500	1,762,100	5,938,700	50,987,500	23,345,800	43,131,316
ı	Aug. 13.	128,787,400	1,827,100	6,359,300	49,845 300	23,500,600	35,032,036
ı	Aug. 20.	129,311,700	1,693,:00	6,436,600	49,454,000	23,475,800	29,564,014
ı	Aug. 27.	128,971,300	1,6 8.700	6,619 500	49,003,600	23,206,600	36,250,619
ı	Sept. 3	128,839,900	1,787,200	6,761,50)	49,251,700	23,338,500	34,657,727
ı	Sept. 10.	129,092,200	2,151,:00	6,652,100	49,567,500	23,524,000	41,237,484
ı	Sept. 17.	120,162,600	2,261,200	6,767,190	49,513,8 0	23,546,300	41,842,091
ı	Sept. 24.	123,784,900	2,375,000	6,819,300	49,446,700	23,421,400	41,020,780
ı	Oct. 1	128,819,900	2,407,000	6,430,300	48,830,300	23,341,000	40,847,565
ı	Oct. 8	128,147,100	2,267,200	5,811,900	49,458,400	23,808,0.0	53,175,098

mand Grande Month of Sept	73,043	91, 00	042,204	332,552	Dhile	aidalaha	Ranks.	- Totals v	vere as fo.	liows:	
Trunk W'k end. Sep. 23.	228,056	193,044	6,711,980	6,978,467	Linia						Ace Class
Western W'k end Sep 28.	113,736	89,003	2,780,875	2,964,955		Loans.		. Tenders.		Circulation.	
bal & St. Jo 3d week of Sept	47,500	41,385			Apr. 23.	\$60,760,913		\$15,952,149			\$37,721,577
n & fex. Cent Month of Aug	199,875	208,106			Apr. 30.	60,337,095		16,568,606		10,560,931	35,75 1,266
Cen. (Itl.line) Month of Sept	563,0.5	4 8,594	3,621,110	4,038,929	May 7.	60,733.685	1,306,871	17,006,708	52,384,491		39,755,591
(Leased lines). Month of Sept	191,239	127,698		****	May 14.	60,763,747	1,266,351	17,412,613	53,473.284		85.653,725
ap. Bl. & W Month of Sept	121,909	121,378	914,667	1,117,691	May 21.	61,115,305	1.311,430	17,434,155	54,009.831		37,184,340
Gt. Northern1st week of Oct.	37,000	32,000	1,035,560	891,060	May 24.	62,173,530	1,250,753	1-,663,577	56,6.8,719	10,518,176	35, 123, 655
Pacific Month of Sept	341,661	301,959	2,271,893	2,154,821	June 4.	62,150 329	1,248,002	19,08,037	58, (32,771	10,5 5,7 0	32,684,457
. Cin. & Lex Month of Aug	104,494		704,370		June 11.	62,408,063	1,330.880	19,789,864	57,913,944		36,780,310
. & Nash., &c., Month of Aug	461,402	413,895	3,409,578	3,175,808	June 18.	62,391,869	1,395,980	20,117,424	57,864,933		32,888,885
iri Pacific Month of Sept	347,991	370.015	2,795,019	2,680,932	June 25.	62,492,288	1,343,724	20,0 5,552	57,883,694		30,982,198
insas & Texas. 4th week of Sept.	90,689	105,592	2,314,585	2,260,652	July 2.	62,868,717	1,449,278	19,596,629	57,868,517	10,444,316	29,489,088
& Ohio Mouth of Ang	125,714	118,096	1,019,475	1,065,534	July 9.	63,244 399	1,501,519	19,086,133	57,441,620	10,465,728	38,031,071
ersey Midland. Month of Ang.	63,403	62,325	439,754	412,975	July 15.	63,692,030	1,443,187	18,705,003	58,051,300	10,455,306	35,543,472
. Chatt. & St. L Month of Aug	154,997	131,103	1,09:,636	1.135,134	July 23.	63,521,003	1,820,0 :7	17,734,282	56,452,197	10,414.015	35,619,767
Elizabetht'n Month of Aug	31,701				July 30.	61,416,285	1,253,985	17,174,770	53,329,167	10,398,891	29,169,733
Memphis Month of Sent	14,591	15,874	131,414	150,173	Aug. 6.	61,018,595	1,299,145	16,508,255	52,346,689	10,417, 85	82, 105, 987
& Erie Month of Aug	292,390	267,834	1,845,755	2,089,841	Aug. 13.	61,142,22;	1,266,194	15 144,508	50,443,923	10,448,640	80,400,020
& Western Month of Aug	53,194	43,963	259,442	243,401	Aug. 20.	60,940,112	1,215,877	14,003,:85	49,647,779		30,266,461
& T.H.(brchs). Month of Sept	49,666	45,615	365,341	311,816	Aug. 27.	60,633,929	1,138,119	14,659,797	49,335,787	10,489,880	30,087,802
. Mt. & South Month of Sept	401,700	354,914	2,935 326	2,606,047	Sept. 3.	61,110,147	1.132.27 :	14,642,247	49,989,663	10,403,113	28,861,504
K. C.& North'n1st week of Oct.	77,333	80,510	2,306,243	2,344,130	Sept. 10.	61,057,342	1,244,007	14,589,275	49,397,024		80,566,963
& S. Francisco . Month of Sept	132,930	137,416	963,036	951,680	Sept. 17.	61,393,773	1,142,579	14,355,546	49,750,085		33 750,225
S.E'n(StL.div.) 2d week of Sept.	14,342	13,856	412,705	414,736		61,152,599	1,346,360	14,223,858	49,275,003	10,552,698	188 BR
(Ren.div) 2d wools of Cont	6,792	6,719	226,651	229,423	Sept. 24.	61,088,110	1,376,571	13,920,867	49,072,910	10,5:9,169	3483 2411
" (Tenn.div.) 2d week of Sept.	2,852	2,554			Oct. 1	61,218,259	1,320,515	13,461,572	48,293,947	10,576, 00	40,66.,326.
week of Sept.	2,000	2,004	105,365	103,182	Oct. 8	01,413,.04	1,000,010	13,101,010	20,400,011	20,010, 00	20,000,044

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Oct. 6, 1877:

		Loans and	ATARA	GE AMOUN Legal	Net	Circula
BANKS	Capital.	Discounts.	Specie.	Tenders.		tion.
	8		8	8	8	
New York	3,000,000	8,608,000	2,197,500	1,445,800	8,613,600	38,000
Manhattan Co	2,050,000	5,562.200	480,900	1,244,900	4,335,100	7,500
Merchants'	3,000,000	7,132,500	783,300	746,700	5,171,300	136,800
Mechanics'	2,000,000	6,319,700	521,200	775,500	4,856,300	120,800
Union	1,500,000	4,311,000	310,500	623,000	3,156,100	*****
America	8,000,000	8,990,000	982,600	955,300	6,805,700	1,10
Phœnix	1,000,000	2,724,000	246,000	436,000	2,525,000	270,000
City	1,000,000	5,702,600	986,900	874,000	4,471,700	*****
Tradesmen's	1,000,000	3,234,200	68,000	376,200	1,785,800	790,700
Fulton	600,000	1,904,200	145,600		1,564,100	*** **
Chemical Merchants' Exch.	300,000		700,300		10.463,900	000 400
merchants Exch.	1,000,000		110,200		2,365,700	622,60
Gallatin National	1,500,000		322,700	269,600	2,192,100	45,000
Butchers'& Drov.	500,000	1,476,000	62,000	226,000	1,117,000	169,000
Mechanics' & Tr.	600,000	1,709,000	40,400	202,600	970,900	193,000
Greenwich	2 0,000	798,100	001 100	101,600	707,200	2,700
Leather Manuftrs.	600,000		234,100	39,500	2,147,300	239,600
Seventh Ward	300,000	947,700	91,400	181,300	954,400	36,50
State of N. York.	800,000	1,954,400	535,100	833,700	1,127,300	45,000
American Exch'e.		11,471,400	699,200	1,496,000	7,580,100	231,100
Commerce	5,000,000	18,977,100	399,000	2,147,300	6,140,300	2,188,000
Broadway	1,000,000	4,921,600	132,400	629,900	3,340,600	891,40
Mercantile	1,000.000	3,133,300	206,800	350,800	2,659,000	45,000
Pacific	422,700	2,039,400	27,600	498,400	1,990,500	400.00
Republic	1 500,000	3,435,100	310,600	158,200	1,898,900	450,00
Chatham	450,000	8,950,760	159,600	593,100	2,943,500	285,000
People's	412,500	1,325,600	27,400	138,400	1,137,400	5,400
North America	1,000,000	2,158,000	101,300	358,000	1,863,900	4.0 .00
Hanover	1,000,000	3,828 600	203,300	496,100	2,957,400	448,300
Irving	500,000	2,113,000	22,200	441,700	2,073,000	69,500
Metropolitan	3,000,000	10,919,000	1,393,000	1,032,000	9,315,000	18,000
Citizens'	600,000		59,700	320,100	1,563,800	132,600
Nassau	1,000,000		20,400	253,500	1,856,900	3,900
Market St. Nicholas	1,0 0,000		170,900 71,500	444,200	1,756,700	202,200
Shoe and Leather.	1,000,000		165,200	238,800	1,062,800	494,600
Corn Exchange		3,627,000 3,134,900		658,000	2,923,700	364 200
Continental		3,157,900	90,400	666,000	2.111.300	4,700
Continental Oriental	1,250,000 300,000	1,288,600	65,000 10,400	428,000 205,700	2,129,400 1,050,100	690,300
Marina	400,000	1,645,500	107,000	309,000		228,000
Marine Importers'&Trad.		14,802,200	445,800	3,417,600	1,547,000	1,108,800
Park	2,000,000	10,280.800	611,900	3,094,900	12,827,300	60,000
Mech. Bkg. Ass'n.	500,000	733,800	10,000	143.000	582,000	292,700
Grocers'	300,000	719,700	1,600	201,400	725,900	234,100
North River	40 ,000	937,300	15,900	125,800	767,300	
East R ver	350,000	717,800	8,600	142,400	559,100	96,500
Manuf'rs' & Mer.	100,000	437,300	1,700	128,700	511,400	90,000
Fourth National.		13,785,800	686,000	2,099,000	10,932,100	1 044 900
Central National.	2,000,000	7,767,000	110,000	1,543,000	6,608,000	1,044,300
Second National.	300,000	1,855,000	110,000	467,000	1,830,000	1,418,000
Ninth National	1,500,000	5,091,600	141,700	1,235,400	4,519,700	270,000
First National	500,000	4,932,200	669,800	1,480,900	5.837,000	717,500
Third National	1,000,000	5,059,600	377,800	1,173,500	5,674,600	354,8 00
N. Y. Nat. Exch	300,000	1.238,000	70,600	154,900	848 100	49,400
Tenth National	100,000	1,272,300	9,800		838,100	267,500
Bowery National.	250,000	1,114,700		154,200	587,600	442,000
New York County	200,000	1,053,000	2,000	244,000 320,000	977,600	218,400
German American	1,000,000	2,143,300	125,900	355,100	1,160,300	180,000
Dry Goods	1,000,000		120,500		1,883,700	
Daj Goode	4,000,000				*****	

					. comp bee.	
	Loans.	Specie. I	. Tenders.	Deposits. (Circulation.	Agg. Clear.
Apr. 21.	\$257, 09,700	\$20,254,300	\$45,896,200	\$250,831,400	\$15,934,000	\$412,451,079
Apr. 28.	255,733,800	20,534,500	48,865,000	222,901.200	15,996,100	416,609,642
May 5.	258.013,900	23.119,100	50,441,700	2:6,957,000	15,595,900	467,499,395
May 12.	256,519,600	23,272,500	51,066,700	2:7.226,000		432.340,419
May 19.	255,894,700	21.8:7.200	52,437,700	226,645,400	16,087,900	393,161,605
May 26.	253.50 ,500	21,348,700	53,570,400	225,432,690	16,069,000	384,639,097
June 2.	250,751,400	19,844,500	55,899,700	223,481,600	16,143,700	333,535,818
June 9.	251,678 000		55,078.100	223,738,500	16,162,000	40+,145,247
June 16.	250,687,500	18,352,100	56,363,600	222,665,800	15,971,001	389,281,258
June 23.	25,416,590	16.209,000	58,225,600	223,316,100	15,765,600	365,825,913
June 30.	251,655,600	17,453,000	60,359,500	226,488,2 0	15,643,200	327,793,221
July 7.	253,323, 00	21,259,300	5*,447,000	231, 228,600	15,558,100	345,922,956
July 14.	252,452,700	18,887,800	53,809,200	229,088,300	15,668,400	394,344,937
July 21.	255,982,200	14,479,800	57,499,700	222.813,600	15,546,400	400,708,240
July 28.	249,169,603	13,984,100	57,325,200	221,064,900	15,517,900	368,914,804
Aug. 4.	249,767,800	14,135,800	54,262,100	219 156,600	15,585,300	3:0,467,627
Aug. 11.	245,377,200	15,030,700	53,094,800	215,431,600	15,639,500	340,062,240
Aug. 18.	243,896,800	13,449,700	52,696,000	213,414,600	15,545,900	344,757,974
Aug. 25.	241,899,600	14,250,000	50,789,000	213,026,500	15,5 5,500	420,915,000
Sept. 1	241,778,700	16,030,100	48,130,600	209,450,700	15,383,300	
Sept. 8	243,920,800	19,961,600	45,303,900	210,574,100		400,793,928
Sept. 15.	243,795,000	19,913,000	44,045,900	208,582,400	15,568,400	397,270,3-5
Sept. 22.	243,976,400	19,274,700	42,454,400		15,577,100	379.235,693
Sept. 29.	241,847,800	16,652,300	41,975,500	206,724,100	15,596,100	405,032,278
Oct. 6	238,470,900	16,551,700	41,975,500	200,711,200	15,724,400	499 999 697

QUOTATIONS IN BOSTON. PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask
BOSTON.	1		Vermont & Mass. 1st m., 6s, '83		
Maine 6s			Boston & Albany	1007	194
vermont 68			Ilboston & Lowell		68
MASSACHUSELLS 58, gold	1110		Boston & Maine	041/	943
Boston 6s, currency			Boston & Providence	12150	1241
Chicago sewerage 7s			Burlington & Mo. in Neb	3736	
do Municipal 78	1		Cheshire preferred		37
Portished 68			Concord	71	24
ALCB. & TCDEKS 1st m. 7s.	1	88	Connecticut River	198	
do land grant 7s do 2d 7s do land inc. 12s.		80	Conn. & Passumpsic	59	
do 2d 78	4914		Eastern (Mass.)	37/6	4
Boston & Albany 7s		10116		25	29
		110%	Manchester & Lawrence	10416	108
DOSLOD & LOWell 7s	1		Nashua & Lowell.	124	
			linew York & New England.		
Duri. & Mo., land grant 7s			Northern of New Hampshire	79	
		105%	Norwich & Worcester		
Rastern, Mass Ske new		96	Ogdensb. & L. Champlain	30	31
		5014	Old Colony x	65	9236
		1174	Portland Saco & Portsmoutat	931/4	
Uld Colony & Newhort 7s 177			Kaciand, common		
Portant new 78.			do preferred	917	
2d m., 78, 1891			Vermont & Canada		
Vermont & Canada, new 8s		60	Vermont & Massachusetts. **	1071	
- Canada, new 88 .	****	38	Worcester & Nashua	46	47

BOSTON, PHILADELPHIA, Etc.-Continued.

BOSTON, PHI	LAI	DEL	PHIA, EtcContinu	ed,	
SECURITIES.	Bid.	Ask.		Bid.	Ask.
PHILADELPHIA. STATE AND CITY BONDS.			Pennsylvania 6s, coup., 1910 Schuylkiil Nav. 1st m. 6s 297	90	65
Penna. 5s, g'd, int , reg. or cp. do 5s, car., rez			do 2d m. 6s, 190 do m. 6s, '95	62	65
STATE AND CITY BONDS. Penna. 5s, g'd, int. reg. or com- do 5s, new. reg. 1592-1592 do 6s, 10-15, reg., 1-71-72, do 6s, 10-15, reg., 1-71-72, do 6s, 10-15, reg., 1-71-72, do 6s, 10-25, reg., 1-71-72, do 6s, reg., 1-71-72, do 5s, reg., cop., 1913. do 5s, reg. & cop., 1913. do 5s, reg. & cop., 1913. do 7s, w't'l In. reg. & co do 7s, reg. & coup. Camden County 6s, coup. Camden (Ity 6s, coupon Delawere 6s, coupon RALLROAD STOCKS.	108	10814	Pennsylvania 6s, coup., '9:0. Schuylkill Nav. ist m. 6s, '95. do 2d m. 6s, '85. do m. 6s, '85. do 6s, inp. '80. do 6s, boat & car, 19:3 do 7s, boat & car, 19:3 Susquehanna 6s, coup '9:8.		
Philadelphia 6s, old, reg		111	Susquehanna 6s, coup., 19.8.		
Allegheny County 5s, coup Pittsburg 4s, coup 1913	91	113%	BALTIMORE.		
do 5s, reg. & cp., 1913. do 6s, gold, reg			Maryland 6s, d-fense, J.& J do 6s, exempt, 1887 do 6', 1890, quarterly	107	11416 11416
do 7s, w't'r ln, reg. &c	10132		Baltimore 63. S81, quarterly		
Camden County 6s, coup			do 68, 1890, quarterly do 68, park, 1890, Q.—M.	1119	1191
do 7s, reg. & coup	111		do 68, 1893, M. & S do 68, exempt, 35, M. & S.	111	
Harrisburg City 6s, coupon RAILROAD STOCKS.			do 1900, J. & J do 1902, J. & J	113	
do do pref		10	do 5s,		
do pref	33		do Wash Branch 100	108	108
Delaware & Bound Brook			Northern Central	1734	18
East Pennsylvania Elmira & Williamsport do do pref		4116	Western Maryland50 Central Obio, pfd50	20	6
do do pref Har. P. Mt. Joy & Lancaster. Huntingdon & Broad Top	50	::::	BAILROAD BONDS.	****	
do do pref. Lehigh Valley	40	41 39%	do 6s, 1885, A.&O. N. W. Va. 8d m. guar. '85 J.A.J	10816	106
Mesquehouing Valley.	50 44	50	Pittsb.& Connellsv.78, '98, J&J Northern Central 68, '85, J&J	100 105	1011
Norrh Pennsylvania	99	100	do 6s, 1900, A.&O. do 6s, gld, 1900, J.&J.	100 9516	9014
Pennsylvania	91/4 91/4 161/4	3036	W. Md. 6s. 1st m., gr., '90, J.&J.	100	101%
Pennsylvania. Philacelphia & Erie. Philacelphia & Reading. Philacelphia & Trenton. Philacelphia & Trenton. Philacelphia & Trenton.	10%	1636	Western Maryland. 50 Central Oblo, ptd. 50 Pittsburg & Connelisville. 50 BALKAD BONDS. BALK & Ohio 6s, 1880, J.&J. do 6s, 1885, A.&O. N. W. Va. 3d m.guar. 85. 4.d. Northern Central 6s, 85, J&J. Northern Central 6s, 85, J&J. Northern Central 6s, 95, J&J. do 6s, 1800, J.&J. do 6s, 18t m., 90J. &J. do 12d m., guar. J. & J. do 2d m., guar. J. & J. do 2d m., guar. J. & J. do 2d m., gr., 90 W.Co.J&J. do 6s, 3d m., guar. J. &J. do 6s, 3d m., guar. J. &J. do 6s, 3d m., guar. J. &J.	109 75	80
Pittsburg Titusy. & Buff United N. J. Companies	122	934	do 2d m.,gr. by W.Co.J&J do 6s. 3d m., guar., J.& J.	75 103 110	112
West Jersey			do 2d, M. & N	51	96 52
CANAL STOCKS. Chesspeake & Delaware Delaware Division.				103	****
Delaware Division		1916	Baltimore Gas certificates		••••
Morris do pref Peunsylvania Schuyikill Navigation			People's Gas	15	
Schuyikill Navigation			WASHINGTON. District of Columbia.		
RAILROAD BONDS.			do 78, 1891	102	104 104 104
Allegheny Val., 73-10s, 1895 do 7s, E. ext., 1910	107	10716 8234 43	Water Stock bonds, 7s, 190	102 102 102	104 104 104
Belvidere Dela. 2d m. 6s. '85	995é	97	Washington. Ten-year bonds, 6s, '78	94	100
Camden & Amboy 6s, '88 do 6s, coup., '89			Fund. ioan (Cong.) 68, g., '92. do (Leg.) 68, g., 902.	102 102	104 104 80 95
do mort. 6s, reg., '89 Cam. & Atl. 1st m. 7s, g., 1938	111		do do 7s, 1903 Washington Ten-year bonds, 6s, '78 Fund. loan (Cong.) 6s, g., '92., do (Leg.) 6s, g., '90.2 Certifs.of st'ck (1828) 5s, at pl. do (1843) 6s, at pl. Ches.& (), st'k ('47) 6s, at pl	75 90 85	
Cam. & Burlington Co. 68, 97.			General stock, 8s, 881 do 6s, at pleasure Bounty stock, 6s	100	106
Susquehans RAILROAD BONDS. Allegheny Vai., 78-109, 1895. do 7s. E. ext., 1910 do 1nc. 7s. end., '91. Belvidere Dela. 2d m. 6s. '83. do 3d m. 6s. end., '91. Camden & Amboy 6s, '83. do 6s. coup., '89 do 6s. coup., '89 do 6s. coup., '89 do 6s. coup., '89 Cam. & Atl. ist m. 7s., '1, 1938. Cam. & Burlington Co. 6s. '87. Catawissa 1st, '8, conv., '22. do chat. m., 10s, '88. do new 7s. '1990. Cayuga L. 1st m., g., '1s. 1901. Connecting 6s, 1900-1943. Delaware mort. 6s, various. Del. & Bound Br., 1st, '7s. 190. East Fenn. 1st mort. 7s. 88 El. & Winsport, 1st m., '8, '88 El. & Winsport, 1st m., '8, '89. H. & B. T. 1st m. '7s. 90. do 2d m. '7s. 90. do 2d m. '7s. 90. do 3d m. cons. 7s. '95. Ithacak Athens 1st, '8d, '89. do 2d mort. 6s, '89. do 2d mort. 6s, '90. Lehigh Valley, '6s, coup., 1898. do 6s, '8c, 1893.	1011/6		Bounty stock, 6s do	85 85	
Cayuga L. 1st in., g., 7s, 1901* Connecting 6s, 1900-1904	102	102%	Bounty stock, 6s do Market stock, 6s do Board of Public Works— Cortifa gen two 8: 27.73	85 100	102
Dan. H. & Wilks., 1st., 7s, 'S7'. Delaware mort., 6s, various.	95	****	Certifs. gen. imp. 84, "77-78. do Series Certifs. sewer, 8s, "74-77	100	102
East Penu. 1st mort. 7s, '88.	102 10214	:::	CINCINNATI.		
do 1st m., 5s, perp. Harrisburg 1st mort, 6s, '83.	104		Cincinnati 6s	98 106	100 110
H. & B. T. 1st m. 7s, gold, '90 do 2d m. 7s, gold, '95	37		do South RR 7-30a +	108 103	10416
do 3d m. cons. 7s, '95* Ithaca& Athens 1st, gld, 7s., '90	37	40	do do 6s, gold. Hamilton Co., O., 6s. long+ do 7s, 1 to 5 yrs+ do 7& 730s, long+		98 100 106
do 2d mort. 6s, 19.0			do 7 & 7.30s, long.† Cin.& Cov. Bridge st'k, pref.	107	112 105
do 68, reg., 1893 do 78, reg., 1910	10916	110 112	Cin. & Cov. Bridge st'k, pref. Cin. Ham. & D. 1st m. 7s, '80 do 2d m. 7s, '85	102	103
do 2d mort. 6s, 19.00 Lehigh Valley, 6s, coup 1898. do 6s, reg., 1895 do 7s, reg., 1910 do con. m., 6s, rg., 1928. Little Schuylkiii, 1st m. 74, 77 Northern Reg. 7, 218, co. 1909.	98		Cin. & Indiana st m. 7s	92 71	98 50 94 75
North Penn. 1st m. 6s, cp., '85.	112	107	Colum. & Xenia, 1st m. 7s, '90 Dayton & Mich, 1st m. 7s, '81.	101	108
do gen. m. 78, cp., 1903. do gen. m. 78, reg. 1903.		107	do 2d m. 78, '84. do 3d m. 78, '85.	95	93 95
Little Schuylkili, 1st m. 7-, 77. Northern Pac. 73-18, cp., 1909* North. Penn. 1st m. 6s, cp., 85. do 2d m. 7s, cp., '86. do gen. m. 7s, cp., 1968. do gen. m. 7s, cp., 1969. Oil Creek ist m. 7s, coup., 8z, rittsb. Titusv. & B., 7s, cp., '86. Pa. & N. Y. C. & P. Rit. 7s, 96- 96. Pennsylvania, 1st m., cp., '80. do gen. m. 8s, cp., 190. do gen. m. 6s, gp, 1910.	85% 63	631/2	Cin. Ham. & D. ist m. 7s, '99 do 2d m. 7s, '55. Cin. Ham. & Ind., '8, guar. Cin. & Indiana st m. 7s, '75. do 2d m. 7s, '75. Colum. & Xenia, ist m. 7s, '99 Dayton & Mich. ist m. 7s, '99. do 3d m. 7s, '75. Dayton & West. ist m. 7s, '99. do ist m. 7s, '85. Dayton & West. ist m. 7s, '85. Dayton & West. ist m. 7s, '85. do ist m. 7s, '85. Little Miami 6s, '83. Cin. Ham. & Dayton stock. Columbus & Xenia stock Dayton & Michigan stock do 8, p.c. 8t'k, guar Little Miami stock	100 83 73	
Pa.& N.Y.C.& P.RR.78, 96 906 Pennsylvania, 1st m., cp., '80.	10916	:::	Ind. Cin. & Laf. 1st m. 7s	65 88	70
do gen. m. 68, cp., 19:0. do gen. m 68, cg., 19:0.	99	106	Little Miami 6s, 83 Cin. Ham. & Dayton stock.	97	87 77 70 90 99 115 00 85 92 94
do cons. m. 6s, cp., 1905. Peri iomen ist m. 6s, coup.	12		Dayton & Michigan stock	96	35
Phila. & Erie 1st m. 6s, cp., 81 do 2d m 7s, cp., 88.	101 98		Little Miami stock	1	
Phila. & Reading 6s, '80, do 7s, oup.,'98	108	50		102	104
do cons. m. 78, cp.,1911.		103	Louisville 7s	97 97	104 98% 98% 98% 99% 98%
do new con. 78, 1893 Phila & Read, C.& I. deb. 78.52	571/2		do water stock 6s, 97,T	97	9916
do do 's, '92-93. Phila Wilm, & Balt, 6s, '84			do spec'l tax 6s of '89. †	97	981/2
Pennsylvania, 1st m., cp., 39 do gen. m. 6s, cp., 190 do gen. m. 6s, cp., 190 do gen. m. 6s, cp., 190 do cons. m. 6s, cp., 190 do cons. m. 6s, cp., 1905 Periode cons. m. 6s, cp., 1905 Periode cons. m. 6s, cp., 1905 Phila. & Eric 1st m. 6s, cp., 191 do cons. m. 5s, cp., 191 do cons. m. 1s, cp., 191 Phila. & Read. C. & I. deb., 7s, 190 Shamokin V. & Pottv. 7s, 1901 United N. J. cons. m. 6s, 184 Warren & F. 1st m. 7s, 190 West Chester cons. 7s, 191 West Jersey 6s, deb., coup., 7s. do 1st m. 6s, cp., 7s do 1st m. 6s, cp., 7s Western Penn. R. 8s, 91 Western Penn. R. 8s, P. 83 Go 2d m., 1902 CANAL BONDS. Chesso. & Dela 6s, rcg., 7s	72	::::	Jeff. M.&L.Ist m. (I.&M) 7s, 8it 1 do 2d m., 7s, do 1st ns., 7s, 1956 Loulsy C.& Lex. 1st m. 7s, 1956 Loulsy C.& Lex. 1st m. 7s, 97. Louls & Fr'k., Louisy in, 6s, 8 Louisy & Nashville- Leb Br. 6s, 86. 1st m. 1s, 93. Louln. do 6s, 93 Jefferson Mad. & Ind. Louisville & Nashville. Louisville & Nashville. Louisville & Nashville. Louisville & Nashville.	70	7014 101
Stony Creek 1st m. 7s, 907	108	111	Louisv. C.& Lex. 1st m. 7s, '97.	119	11014
United N. J. cons. m. 68, '94 Warren & F. 1st m. 78, '91			Louisv. & Nashville— Leb Br. 6s, '86	97	98
West Chester cons. 78, '91 West Jersey 68, deb., coup., '88			lst m. Leb. Br. Ex.,78,'80-5.† Lou. ln. do 68, '93†	98	97 9816
do 1st m. 6s, cp., '96. do 1st m. 7s, '97	101	****	Jefferson Mad, & Ind	94	95
do 6s P. B., '96.			Louisville Water 63, Co. 1907 †	98	98
Wilm. & Read. let m. 7s. 1900; do 2d m., 1902; CANAL BONDS. Chesso, & Dela 6s, reg., '32 Delaware Division 6s, cp., '78 Lehigh Navigation 6s, reg., '84 do deb., rg., '74 de conv., rg., '82 do conv., g., '74 go conv., g., '78, '84 go conv., rg., '82, '84 go conv., rg., '82 go conv., g., '78, '84 go conv., rg., '82 go conv., g., '78, '84 go conv., g., '78, '84 go conv., g., '84 go conv., g., '78, '84 go conv., g., '84 go conv.,			St. Louis 6s. lo. g.	10254	109%
Chesap. & Dela. 6s, reg., '82 Delaware Division 6s, cp., '78			do water 6s, gold †	105% 105%	107
Lehigh Navigation 6s, reg., 84 do RR., rg., '9:	101		do bridge appr., g. 6s †!	1651	
do deb., rg., 77 de conv., rg. '82		101	St. Louis Co. new park, g. 6s. †	10714	
do gold, '97	89	90	ST. LOUIS. St. Louis 6s, lo. g	52 29	
morris, boat loau, reg., 1865				25	
* In default of interest.		-	† And interest.		_

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SHOURITIES.	Bld.	. 4
State Bonds. DAMA 58, 1883	33		Chic. Bur. & Q. 8 p. c., 1st m do do consol. m. 7s do 5s sink'g f'd. A.&O Chic., Rk. Isl. & Pac., 1st m. 7s do S. F. Inc. 6s, '95	119 110 8834	1141/4	Tol. & Wabash, 1st m. St.L. div. do ex-matured coup.	::::	88 75	N. J. Midland 1st 7s, gold do 2d 7s New Jersey & N. Y. 7s, gold	27	1
	38 38		Chic., Rk. Isl. & Pac., 1st m. 7s do S. F. Inc. 6s, '95	108%		do exmatured coup- do Ex & Nov., '71, coup- do Ex & Nov., '71, coup- do con. convert do con. convert Great Western, ist in, 1883 do ex coupon so do Ex & Nov., '71, coup- Quincy & Toledo, ist in, 1883 do ex nat. & Nov., '71, cou., Illinois & So. Iowa, ist mort do ex coupon Han. & Cent. Missouri, ist in Pekin Linc'in & Dec't', ist in Western Union Tel., 1900, coup Bostoto N. Y. Oir Line, ist in Cin. Latayette & Chic, ist in Cin. Latayette & Chic, ist in St. L. & San F., 2d m., class A. do do class B. do do class G. South Pacific Railroad, ist in	65		N. Y. & Osw. Mid. 1st	7	4
85, 1888	••••	::::	do 68, 1917, regist'd	108	108% 108%	Great Western, 1st m., 1888	75434	55	do receiv's ctfs.(labor)	25	1
0 8s of 1892 8s of 1893	20 20	::::	do do ist consol	65	6676	do ex coupon do 2d mort., '93.	7514	9936	North. Pac. 1st m. gld. 73-10 Omaha & Southwestern RR. &	95 95	
0 8s of 1893. D 8s of 1893. S L. R. & Ft. S. 188 Memphis & L. R. 78, L. R. P. B. & N.O. 78, Miss. O. & R. R. 18, Ark. Cent. RR 18, 18, 18, 18, 18, 18, 18, 18, 18, 18,	4		do do con. conv Lehigh & Wilkes B. con. guar Am. Dock & Improve. bonds Ch. Mil. & St. P. 1st m. 8s, P.D.	42	68% 63% 37%	Quincy & Toledo, 1st m., '90		67	Omaha & Southwestern RR. is Oswego & Rome 1s, guar Peoria Pekin & J. 1st mort Port Huron & L. M. 1s, g. end, Port Huron & L. M. 1s, g. end, Port Huron & L. M. 1s, g. end, Port Huron & L. L. 1st Ts, gid Rockf, R. I. & St. L. 1st Ts, gid Sout City & Pacific & S. Southern Minn. 1st mort. 8s. Southern Minn. 1st mort. 8s. St. Louis andalia & T. H. St. L. Ouis andalia & T. H. St. L. & So'eastern 1st Ts, gold, St. L. & I. Mt. (Ark. Br.) Ts, g. South. Cent. of N. Y. 7s, guar Union & Logansport Ts.	91	
78, L. R. P. B. & N.O.	414		Ch. Mil. & St. P. 1st m. 8s, P.D. do do 2d m. 78-10, do	961		Illinois & So. Iowa, 1st mort	95		Port Huron & L. M. 7s, g. end. Pullman Palace Car Co. stock.	16 75	1
78, Ark. Cent. RR	197	1	do do 2d m. 73-10, do do do 1st 7s. gd., R.D do do 1st 7s. gd., R.D do do do 1st m., L& C.D. do do do 1st m., L& M.D.	98	10416	Han. & Cent. Missouri, 1st m Pekin Linc'ln & Dec't'r,1st m			do bds., 8s, 4th series Rockf. R. I. & St. L. 1st 7s, gld	10	1
7s, new bonds	108 105		do do 1st m., La C. D. do do 1st m., I.& M.D. do do 1st m., I. & D	94	95	do do reg	10834	10894	Southern Minn. 1st mort. 8s	64 95	1
78, new bonds 78, endorsed 78, gold bonds 18, gold bonds 18, gold bonds	1043	108	do do 1st m., H. & D.	9136 9136 100		Cin. Lafayette & Chic., 1st m Long Island RR., 1st mort.			Sandusky Mans. & Newark 7s.	85 *95	1
War loan	101	::::	do do 1st m., consol do do 2d m Chic. & N. Western sink, fund.		921/6	St. L. & San F., 2d m., class A. do do class B.			St. L. & So'eastern 1st 7s, gold.	*65 25 62	1
ucky 68 slana 68 68, new	53		do do int. bonds. do do consol.bds	10734		South Pacific Railroad, 1st m			St. L. & I. Mt. (Ark. Br.) 7s, g. South. Cent. of N. Y. 7s, guar.	50	1
68, new 68, floating debt 78, Penitentiary 68, levee	58 58		do do ext'n bds	10316	1108	South Side, L. I., 1st m. bonds. do sink. fund			Union & Logansport 78. Union Pacific, So. branch, 68,g Walkill Valley 1st 78, gold West Wisconsin 78, gold Wisconsin Cent., 1st, 78 Mercant Trust real est most 78	58)-60	9
8s, do 8s, do 1875 8s, of 1910	58	25	do do cp.gld.bds. do do reg. do Iowa Midland, 1st mort. 8s	9314	94	Miscellaneous List.			West Wisconsin 7s, gold Wisconsin Cent., 1st, 7s	31	1
7s, consolidated	813	88		106		(Brokers' Quotations.) CITIES. Albany N. Y. 68 long.	110			101	1
78, small	105		Peninsula 1st mort., conv Chic. & Milwaukee, 1st mort	1071		Buffalo Water, long† Chicago 6s, long dates†	110	114	Southern Securities. (Brokers' Quotations.) STATES.		1
78, 1890	110		Winona & St. Peters, 1st m de 2d mort. C. C. & Ind's 1st m. 7s, S. F.	109		do 7s, sewerage	108 1083	10914	do do Class B	39 673 37	é
do 1878 ding, due 1834-5	1063		Del. Lack. & Western, 2d m	104	10434	Cleveland 7s, long	108 108	109	Georgia 6s, 1878-'86	98	1
1 s, small 1 sq	1065		Morris & Essex, 1st. m	111056	11616	Albany, N. Y., 6s, long. Buffalo Water, long. Chicago 6s, long dates. do 7s, sewerage. do 7s, sewerage. do 7s, river improvem't Cleveland 7s, long. Detroit Water Works 7s. Elizabeth City, 1880-95 Hartford 6s, various.	93	96	South Carolina new consol. 6a. Texas 5a, 1892	99	-
do do 1887. York State—		:	do 2d mort do bonds, 1900 do construction.		1	Hartford 6s, various	106 105		do 78, gold, 1904J.&J. do 68, gold, 1907J.&J.	11114	-
Canal Loan, 1877		.:::	do 78, of 1871	95%		Newark City 7s long.	97 110	100		1031	4
gold, reg1887 do coup1887		::::	Del. & Hudson Canal, 1st m., 77 do do do 1884 do do 1891	98%	9916	do 1885-99 Hartford 6s, various Indianapolis 7-89s Long Island City Newark City 7s long Oswego 1s Poughkeepsie Water 7s, long Poughkeepsie Water bds., 1908 Toledo 8s, 1877-89	103	115 105 111	Atlanta, Ga., 78do 88	85 95	1
do do 1891 do do 1892 do do 1898		120	do do coup. 7s, 1894 do do reg. 7, 1894	100%		Rochester C. Water bds., 1903 Toledo 8s. 1877-'89	113	114	do waterworks	91 86	1
do do .1898			Albany & Susq. 1st bonds do 2d do do 3d do	92	110	Yonkers Water, due, 1908	102		Charleston stock 6s	65 79	
old, J. & J A. & O C. RR J. & J	15	17%	do lat cons, guar		:::	RAILROADS. Atchison & P. Peak, & gold. Atchison & Nebraska, S p. c. Bur. & Mo. Riv., land m. 7s, † do 3d S., do 8s† do 4th S., do 8s† do 5th S., do 8s† ed 5th S., do 8s† Cairo & Fulton, lat 7s, gold. Caifornia Pac. RR. 7s, gold do 6s, 2d m. g. Canada Southern, 1st m.	29	35	Augusta, Ga., 7s, bonds. Charleston stock 6s. Charleston, S. C., 7s, F. L. bds. Columbia, S. C., 6s. Columbia, S. C., 6s. Lynchburg 6s. Macon bonds, 7s. Memphis bonds C. do bonds A& B. do end., M. & C. RK Mobile 8s (coups. on).	60	
C. RR J. & J	67		Rens. & Saratega. 1st coup do ist regist'd.	1154		Bur. & Mo. Riv., land m. 78	109	10916	Macon bonds, 7s	75	-
do coup. off, J. & J do do off, A. & O. nding act, 1886 do 1888	48 48 8		Brie, 1st mort., extended do do endorsed do 2d mort., 7s, 1879	103		do 4th S., do 8s†	110	112 112 113	do bonds A & B	30	i
	8	9	do do endorseddo do 2d mort., 78, 1879do 8d do 78, 1883do 4th do 78, 1890do 5th do 76, 1888do	1033	1007	do 6th S., do 8s†	110	112	do end., M. & C. RR. Mobile Sa (coups. on) do Sa (coups. on) do Sa (coups. on) Montgomery Sa. Nashville Sa, old. Sa, old	38	-
do A. & O becial tax, Class 1 do Class 2 do Class 3	11,	216	do 5th do 7s, 1888	104	105	Cairo & Fulton, 1st 7s, gold California Pac. RR., 7s, gold	87	63 90 72	do 6s, funded	30	1
do Class 3	104	1		101		Canada Southern, 1st m	61	72 63	do 6s, new	70 70 33	
6s, 1881	104		do do large bds. do do new bds, 1916 Han & St. Jo., 8s, conv. mort.	107	10716	do 68, 2d m. g. Canada Southern, 1st m	93	30	do consol. 6s	38	1
h Carolina—	40					Keokuk & St. Paul 8s	10134	10134	Norfolk 6swharf imp'ts, 7-30	49 91	1
n. & Julyril & Oct	30	::::	do do 2d div. Cedar F. & Minn., 1st mort	88		O. O. & Fox R. Valley 8s	101	10236			1
nril & Oct	30 40 40		Dubuque & Sioux City, 1st m. do do 2d div. Cedar F. & Minn., 1st mort Indianap. Bl. & W., 1st mort do do 2d mort	::::		Central of Iowa ist in . 78, gold. Reokuk & S. Paul 88 . 5 carthage & Bur. 88 . 5 carthage & Bur. 88 . 5 carthage & Bur. 88 . 6 carthage & Mannel & Mann	1081	110½ 110 20	Savennah 7s, old	40	1
of 1888 on-fundable bonds	32 11 423		Lake Shore— Mich. So. 7 p. c. 2d mort Mich S. & N. Ind., S.F., 7 p.c. Cleve. & Tol. sinking fund	10234		Peoria & Hannibal R 55	100%	10136		80	1
do 6s, new	423	4334	do new bonds	10334		American Central 8s 5 † Chic. & S'thwestern 7s, guar	10114	102	Ala. & Chatt. 1st m. 8s, end Ala. & Chatt. Rec'ver's Cert's.	7	1
	90	4314	Cleve. & Tol. sinking rund. Olevo Prille & Asin. on the bod of the Cleve Prille & Asin. on the bod of the Cleve Prille & Asin. on the bod of the Cleve Prille & Asin. on the Cleve Prille & State Line is. Kalamazoo & W. Pigeon, ist Det. Mon. & Tol., ist 7s, 1906. Lake Shore Div. bods	103	::::	American Central Ss 5 Chilc. & S'thwestern Is, guar. Chesapeake & O. 2d m., gold To Chicago Clinton & Dub. Ss Chic. & Can. South 1st m. g. 7s. Chic. Dav. & Theen's 7s, gid Col. & Hock V. 1st 7s, 30 years. do lat 7s, 10 years. do lat 7s, 10 years. Connecticut Valley 7s. Connecticut Valley 7s. Connecticut Waley 7s. Connecticut Waley 7s. Connecticut Waley 7s. Dan. Urb. Bl. & P. 1st m. 7s, g. Dan. Urb. Bl. & P. 1st m. 7s, g. Des Moines & Ft. Dodge 1st 7s. Detroit & Bay City 8s, end † Det. Lans. & Lake M. 1st m. s. Dutchess & Columbia 7s.	18 20	20	Atlantic & Guil, consol	20 72	-
old new bonds, 1°66 do 1867	30		Buffalo & State Line is	104		Ch. D. & V., I. div., 1st m. g. 7s.	40	39 6 50			
consol. bondsex matured coup	70 57	5836	Det. Mon. & Tol., 1st 7s, 1906. Lake Shore Div. bonds	1043	105	Col. & Hock V. 1st 7s, 30 years.	101	103	do stock	29 99	1
consol., 2d series deferred bonds	40 55 789	43 6 74	do Cons. coup., 1st.	1083	109%	Connecticut Valley 78	58 51	91 55	Charlotte Col. & A. 1st M. 7s	45 70	-
do sinall do registered	781		do Cons. reg., 2d	96	98	Chic & Mich. L. Sh. 1st 8s. '89.	*† 21	31 65 25			i
diroad Stocks.	10%		Marietta & Cin. 1st mort Mich. Cent., consol. 7s, 1902 do 1st m. 8s. 882, s.f.	105	105%	Des Moines & Ft. Dodge 1st 7s.	21		East Tenn. & Georgia 6s East Tenn. & Va. 6s end. Tenn E. Tenn. Va. & Ga. 1st m. 7s	75 903	6
we previ'usly quot'd.) my & Susquehanna ral Pacific	69		New Jersey Southern 1st m 7s			Detroit & Bay City 8s, end + Det. Lans. & Lake M. 1st m. ds	65	70	do do stock Georgia RR. 7s	35 105	
do pref	81	88 105	do do consol. 76 N. Y. Central 6s, 1883 do 6s, 1887 do 6s, real estate	108	10816	Denver Pac., 1st m.7s, ld.grg.	45	12 50	Greenville & Col. 7s, 1st mort.	40	
do pref do pref e. Col. Cin. & I. e. & Pittsburg, guar Chic. & I Cent que & Sioux City	473 82 43	15284	do 6s, real estate	104		Dutchess & Columbia 7s	100	45 103	E. Tenn. Va. & Ga. is im. 78. do do stock. Georgia RR. 78. do stock. Greenville & Col. 78, 18t mort. Macon & Augusta boulds. do 2d edockorsed. Macon & Augusta boulds.	85	
que & Sioux City.	52	5	do & Hudson, 1st m., coup do do 1st m., reg.	117	117%	do eon. m., 7s do 7s, equip	80				6
pref			Hudson R. 7s, 2d m., s.f., 1885 Harlem, 1st mort. 7s, coup	117	113	Evansville Hen. & Nashv. 7s Evansville, T. H. & Chic. 7s. g.	·50	87	do 2d 78	69	
t & Chicago ; Island. ourl Kansas & Texas. Jersey Southern New Haven & Hart. & Mississippi, pref Ft. W. & Ch., guar. do do special. selaer & Saratoga e & Watertown	::::	::::	do 6s, real estate do 6s, subscription, do 8t Hudson, ist m., cog., do ist m., reg Hudson R. is, dd m., s.f., i88 Harlem, ist mort. is, coup Onto Missort, ist mort. is, reg. North Missort, ist mort. is, reg. Onto 6 Miss., conso. isla. f.d. do 2d do Pacific Rallroads—	1001	95	Erie & Pittsburgh ist 7s. do con. m., 7s., do do con. m., 7s., do Evansville Hen. & sequip Evansville T. H. & & & & & & & & & & & & & & & & & &	90	82 49 98	Memphis & Little Rock 1st m. Mississippi Central 1st m is do 2d m. 3s Montgomery & West P. 1st 8s. Mont. & Eufaula 1st 8s. g., end Mobile & Ohio sterling 8s do ex cert. 5s.	95 78	
New Haven & Hart.	153	155	do consolidated	94		do ist is, l. g., not gu.	65	82 50	Montgomery & West P. 1st 8s. Mont. & Eufaula 1st 8s. g., end	78 98 28	16
Ft. W. & Ch., guar	93 70	94	do 1st Spring. div			Grand River Valley 8s, 1st m Hous. & Texas C. 1st 7s, gold	*50	85	Mobile & Ohio sterling 8s do do ex cert. 6s	41	-
			Central Pacific gold bonds	11054	8516	Hous. & Texas C. 1st 7s, gold. do consol. bds. Indianap. & Vincen. ist 7s, gr. iowa Falls & Sloux C. 1st 7s. Indianapoll s& St. Louis 1st 7s. Indianapoll s& Sag. 8s, 1st 7s. Indianapoll s& Stock 1st 7s. In	68	62	do do ex cert. 6s do Ss, Interest. do Jamort. 8s. N. Orleans & Jacks. 1st m. 8s. Certificate, 2d mortg. 8s. Nashyille Chat. & St. L. 7s.	28	
do pref.	::::	6	do San Joaquin branch do Cal. & Oregon ist do State Aid bonds do Land Grant bonds			Indianapolis& St. Louis 1st 7s	65	88 70 68	Certificate, 2d mortg. 8s Nashville Chat. & St. 1. 7s	90	8
I. M & Southern K. C. & North'n prof			Western Pacific bonds Union Pacific, 1st mort, b'de	101	102 1045	International (Texas) ist g Int. H. & G. N. conv. 8s	65 25	68	do do do	80	1
do pref. do pref. lleville& So. Ill.,pref. J. M & Southern. K. C. & North'n,pref. Haute & Ind'polis lo Peoria & Warsaw. ed N. J. R. & C.			do Styte Aid bonds do Land Grant bonds. Western Pacific bonds. Union Pacific, 1st mort. b'de do Land grants, 1s. do Sinking fund. Pacific R. of Mo., 1st mort do 2d mort	1024	103	Jackson Lans. & Sag. 8s,1st m Kansas Pac. 7s, g.,ext. M&N, '99	190	93	do 2d m. 8s Northeastern, S. C., 1st m. 8s.		-
ed N. J. R. & C en cel'ous Stocks.		125	Pacific R. of Mo., 1st mort do 2d mort do income, 7s do 1st Caron't E	973	91	do 78, g., l'd gr., J&J,'80 do 78, g., do M&S,'86	49	18	do 2d m. 8s Orange & Alexandria, 1sts, 6s. do 2ds, 6s do 3ds, 8s	80 85 70	1
District Telegraph			do income, 7s do ist Caron't P	3		do 68, do F.& A., 1895.	84 81 25	66 83 3216	do 3d8,88	45	1
N.J. Land & Im. Co.	203 10 95		Pitts. Ft. W. & Chic., 1st m	112	11814	do Incomes, No. 11	514	8 616	do 4ths, 8s Richm'd & Petersb'g 1st m. 7s. Rich. Fre'ksb'g & Poto. 6s do do mort. 7s	104	1
District Telegraph. on Co., BaltimoreN. J. Land & Im. Co. rican Coal olidat'n Coal of Md. posa L. & M. Co. do pref. berland Coal & Iron land Coal.	35 	ï	do do 3d m.	95%		Kalamazoo & South H. 8s, gr.t	. 3	4	Rich. & Dany, 1st consol. 6s.	80 95 78 96	Í
o do pref. berland Coal & Iron	3	11/4	Col. Chic. & Ind. C., ist more	104	108	Kal. Allegan. & G. R. 8s, gr Kansas City & Cameron 10s.**	92	97	Southwest RR., Ga .conv.78,'86 S. Carolina RR. 1st in. 6s	96 88	
berland Coal & Iron. land Coal sylvania Coal g Mountain Coal	140		Penn. RE— Pitts. Ft. W. & Chic., ist m., do do 2d m., do do 3d m. Cleve. & Pitts., consol., st., c. d. th. mort Col. Chic. & Ind. C., ist mort Col. Chic. & Ind. C., ist mort St. L. & Iron Mountain, ist m. St. L. & Iron Mountain, ist m. Alton & T. H.— Alton & T. H.— Alton & T. H., ist mort	10	61	Keokuk & Des Moines ist 7s do funded int. 8s	78 80	75 85	do mort. 7s Rich. & Danv. 1st consol. 6s Southwest RR., Ga., conv. 7s, '86 S. Carolina RR. 1st m. 6s do 7s, 1902 do 7s, non mort.		
ilroad Bonds.		60	do do 2d m.	40	54	Lake Sup. & Miss. 1st 7s, gold.	14 25	25%	Savannah & Char. 1st M. 7s Charleston & Savan'h 6s. end	20	1
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C.R& North., lst 53.	591	13%	Belleville & S. Ill.R. 1st m. Se	70	73	Monticello & P. Jervis is, gld. Montclair & G. L. ist is.	•	e5	PAST DUE COUPONS.		1
on H. & Erie, 1st m do guar. C. R & North., 1st 5s. do Chic 6s, 1st m. do ex coup ago & Alton 1st mort. do lincome. llet & Chicago, 1st m. & Mo., 1st m., guar. L. Jack, & Chic., 1st m.	23		St. L. Alton & T. H.— Alton & T. H., 1st mort			do 2d m. 7s Mo. K.& Tex. 1st 7s, g., 1904-'06 do 2d m. income N. Haven Middlet'n & W. 7s	58	19	Tennessee State coupons	35	1
do income.	::::	::::	do do 2d mort	00		N. Haven Middlet'n & W. 78	20	24	Virginia couponsdo consoi coup	30 81 30	1
At Man day and the		1.00	rol. & Wabash, 1st m. extend.	DOM:		1		1	Month only Coupons	00	1

09%

Bank Stock List.

Insurance Stock List.

NEW YORK LOCAL SECURITIES.

	1 4	OCK LI			B.B.	-	(Qu	otati		S. BAILE			latreet.)		
COMPANIES. CAPITAL.	Irplus lates		DIVIDE	NDB.	PE	ICE.		C.	APITAL.	NET SUE	-	DIAIDEN	D8.	PRICE.	
		Period 18	75. 1976			Ask,		Par	Amount.	1877.*	1878 187	1875 1876	Last Paid.	Bid, Asl	-
America*	200 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201 201	J. & J. 1 M. & N. 1 J. & J. 2 J. & J. 1 J. & J. 2 J. & J. 1 J. & J. 2 J. & J. 1 J. & J. 4	0 9 9 9 12 12 12 13 14 16 15 16 16 16 16 16 16 16 16 16 16 16 16 16	July 2, 77 4 May 1, 77 5 July 2, 77 6 July 2, 77 8 Sept. 1, 76 8 July 2, 77 8 July 10, 77 8 July 2, 77 8 May 11, 77 6 May 1, 77 8 May 11, 77 6 May 1, 77 8 July 2, 77 8	132 107 102 122 122 205 127 129 217 95 145 60 104 131 131 131 131 131 131 131 131 131 13	130 101 215 66 66 150 205 135 64 100 37 133 8236 170	COMPANIES. 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Mutual, N. Y	100	5,000,000 F	Quar.	2½ Apr., '77. %g Aug., '52.	100 90 100	103 94 103	Quotat	rons	Jy DANI	11	TEREST		Bondsdue	PRICE	-
Nassau, Brooklyn do acrip	25 var	700,000 V	Var.	3 Jan., 77. 8½ May 1,77.	95	100			R	ate. M	onths P	ayable.	Bondsdue	Bid. As	skd
do bonds. Mutual, N. Y bonds. Nassau, Brooklyn. do scrip. New York People's (Brooklyn). do do bonds. do certificates. Williamsburg scrip. Metropolitan, Brooklyn. Municipal [Quotations by H Biescker Si. & Futton Ferry—sik Ist mortgage.	L. L. GR	ANT. Brok	er. 145	***	1 5	121 102 72 95	N. w York: Water stock Groton water stock do Groton Aqued'c do pipes an io repervoi Central Pax boo do do Dock bonds Floating debt st Market stock Imply yement st	t stood mair bornds	1854-57. 1845-51. 1852-60. ek. 1865. ins 1853-57. 1853-65.	6 Feb. Ma	do do do y & Nov , May A do do	do d	1890 1883-90 1884-1911 1884-1900 1907-11 1877-98 1877-95 1901	100 10	02 02 04 05 06 18 07 07 19 007 119 1005 1117 112 105 1111 107
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J. & J. & J. & J. & J. & J. & J.	3 Apl 17; Oct. 76 7 1888 24 Jan., 77; Dec., 1502 2 Feb., 77 Jule, 98 6 Jan, 15 7 Jan., 87 7 April, 23 7 Nov., 1504 7 July, 189 2 April, 27 7 Dec., 77 7 April, 25 7 May, 28 5 May, 27 7 July, 189 6 Jan., 10 7 July, 189	50 9) 12	96 75 100	Brooklyn-Local City bonds do Park bonds Water loan bon Bridge bonds Water loan City bonds Water loan City bonds Rings to bond Opark bones Bridge All Brooklyn b	Impr ds	ons oy N.	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	anuary & do	do do do do vember.	1878-90 1881-95 1915-24 1908 1915 1902-1905 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 1981-95 19	102 104 1 116 1 116 1 106 1 108 1 106 1 106 1 106 1 108 1 106 1 108 1 108 1 106 1 106 1 108 1 108 1 106 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 108 1 10	168 110 113 113 113 118 108 112 109 111 109
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Investments

STATE, CITY AND CORPORATION FINANCES.

The "Investors' Supplement" is published on the last Saturday of each month, and furnished to all regular subscribers of the CHRONICLE. No single copies of the Supplement are sold at the office, as only a sufficient number is printed to supply regular subscribers.

ANNUAL REPORTS.

Western Union Telegraph.

(For the year ending June 30, 1877.)

(For the year ending June 30, 1877.)

At the annual election of the Western Union Telegraph Company, 326,000 shares of stock were voted on, the following directors being elected: Wm. Orton, Wm. H. Vanderbilt, Edwin D. Morgan, Robt. Lenox Kennedy, Moses Taylor, Augustus Schell, Wilson G. Hunt, J. Pierpont Morgan, Frank Work, Harrison Durkee, Cornelius Vanderbilt, James H. Banker, Chester W. Chapin, Alonzo B. Cornell, Hamilton McK. Twombly, George M. Pullman, Norvin Green, Wm. K. Thorn, John R. Duff, Cambridge Livingston, Darius O. Mills, Oliver H. Palmer, Edwards S. Sanford, Samuel A. Munson, David Jones, Joseph Harker, Anson Stager, Samuel F. Barger, Edwin D. Worcester.

From the annual report submitted by President Orton, we have the following:

the following:

the following:

STOCK AND BONDS.

The capital stock of the company is \$41,073,410. of which the company owned, and had in its treasury on June 30, 1877, \$7,255, 385. The difference, \$33,818,075, is the amount which was outstanding upon that date, and was increased \$16,900 during the year by the issue of 169 shares in exchange for the stock of companies leased to the Western Union Company which have a portion of capital still outstanding upon which interest is paid as

The bonded debt of the company on June 30, 1877, compares with that of the year previous as follows:

Seven per cent gold-bearing bonds, due May 1, 1902 Six per cent sterling bonds, due March 1, 1900 Seven per cent currency bonds, due May 1, 1900 Bonds of 1875, past due	June 30, 1877. \$1,498,000 991,440 3,959,000	June 30, 1876. \$1,498,000 1,001,160 3,988,000 9,200
TotalLess amount of sinking funds and accrued interest thereon, held by the Union Trust Co. Trustees.	\$6,448,440 209,401	\$6,496,360 161,240
Total bonded debt The decrease in the total liabilities of the epast ten years is shown by the following state.	company dement: June 30, 1867.	June 30, 1877.
Capital stock Bonded debt.	5,152,200	\$33,818,075 6,239,038
Total capital and debt		\$40.057,113 6,168,497 \$520 53 206 14
The business for the year ended June 30, 1	1877, comp	

that for the year ended June 30, 1876, as follows:

The gross earnings for the year from all sources were \$9,812,352 \$10,034,983 The gross expenses, including rental of leased lines. 6,672,224 6,825,473

There have been disbursed from the above profits in 1876-7:

\$3,399,509

\$2,028,619 454,685 80,005—	\$2,563,36
\$316.817	• ,,-
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
\$452,118	
36,785	
00.084	
20,874	
12,140	
32,914—	\$554,85 21,98
	\$516,817 priated: \$452,118 36,785 20,874

Total.... The balance of \$21,985 has been carried into the general income account.

STATEMENT SHOWING THE MILEAGE OF LINES AND WIRES, NUMBER OF OFFICES, AND TRAFFIC OF THE COMPANY, FOR EACH YEAR FROM JUNE 30TH, 1866, TO JUNE 39TH, 1877.

				No. of			
Year.	Miles of Line.		f No. of Offices.	Messages Sent.	Receipts	Expenses.	Profits.
1866		75.686	2,250	Dent.	\$	8	8
1867		85,291	2,565	5,879,283	6,568,925	3,944,(05	2,624,919
1868	. 50,183	97,594	3,219	6,404,595	7,004,560	4,362,849	2,641,710
1869	52,099	104,584	3,607	7,931,933	7,316,918	4,568.116	2,748,801
		112,191	3,972	9,157,646	7,138,737	4,910,772	2,227,965
1871	. 56,032	121,151	4,606	10,646,077	7,637,448	5,104,787	2,532,661
1012	62 033	137,190	5,237	12,444,499	8,457,095	5,666,863	2,790,232
1878	. 65,757	154,172	5,740	14,456,832	9,333,018	6,575,053	2,757,962
1874	71,585	175,735	6,188	16,329,256	9,262,653	6,755,788	2,506,920
1875	72,833	179,496	6,565	17,153,710	9,564,574	6,335,414	3,229,157
4010	73 539	183,832	7,072	18,729,567	10,034,983	6,685,473	3,399,509
1877	76,955	194,323	7,500	21,158,941	9,812,352	6,672,224	3,140,127

On the first day of July, 1876, the Western Union Company

operated 73,532 miles of line, 183,832 miles of wire, and 7,073 offices. At the close of the year ended June 30, 1877, there were in operation 76,955 miles of line, 194,323 miles of wire, and 7,500 offices. The increase during the year has been 3,423 miles of line, or 4.6 per centum, 10,491 miles of wire, or 5.7 per centum, and 428 offices, or 6 per centum.

The number of messages transmitted was 21,158,941, at an average rate of 50.9 cents, during the previous year. The cost of transmitting each message was reduced from 33.5 cents in 1876 to 29.3 cents in 1877.

During the past year the business of the Western Union Com-

29'S cents in 1877.

During the past year, the business of the Western Union Company has increased more than during any previous year, the increase in the number of messages sent being about 13 per cent over the previous year, the increase in mileage 57 per cent, and in the number of employees 2 per cent. The decrease in the average tolls has resulted in a decrease of \$259,383 20 in the net profits as compared with the preceding year.

The number of money transfers by telegraph during the year was 38,669. The amount transferred thereby was \$2,464,172 82, and the revenue accruing to the company was \$92,364 9i—being a decrease of revenue, as compared with the preceding year, of \$7,272 96, or about 7½ per cent. The increase in the number of transfers was about 4 per cent, and the average amount transferred in each case was \$63 72, against \$70 54 during the preceding year.

ferred in each case was \$63 72, against \$70 54 during the preceding year.

ATLANTIC & PACIFIC.

Mr. Orton says of the negotiations with this company:

"Since the close of the year an arrangement has been concluded with the Atlantic & Pacific Telegraph Company for pooling the gross receipts of the business of the two companies, and dividing them on the basis of 87½ per cent of the combined receipts to the Western Union and 12½ per cent to the Atlantic & Pacific Company. Subsequent to the completion of this arrangement, the Western Union Co. purchased 72,502 shares of the stock of the Atlantic & Pacific Telegraph Company at \$25 per share, paying therefor 12,500 shares of Western Union stock and \$912,550 in cash. The outstanding capital of the Atlantic & Pacific Company is \$14,000,009, and is represented by 140,000 shares, of the par value of \$100 each. When pending arrangements are fully consummated, a common interest will govern the management of both companies, and it is expected that all the substantial benefits of an actual consolidation will accrue. With the cessation of the wasteful competition which has existed for several years past, it will be practicable to arrage a system of tolls throughout the country, which, while more remunerative to the companies, will also be more advantageous to the public, because the reductions will be more widely distributed. We shall also be enabled to reduce expenses very materially, by the introduction of many economies through the community of interests thus established between the two companies."

On this the Tribune remarks:

economies through the community of interests thus established between the two companies."

On this the Tribuna remarks:

"It is to be regretted that the President omits to state from what source the "\$912,550 in cash," which was used in part payment of the Atlantic & Pacific stock, was obtained. We are left to believe that it was procured either by a sale of Western Union stock, or by hypothecating it. The foregoing report shows that the \$912,550 was not derived from the business. The question of interest is, Has the outstanding stock been increased 25,000 shares instead of 12,500 shares?"

INTERNATIONAL OCEAN TELEGRAPH.

The following is the report of the International Ocean Telegraph Company:

The following is the report of the International Ocean 1919graph Company:

The capital stock of the company is \$1,500,000, of which the Western Union Company owns \$1,033,500, and the International Ocean Company owns \$97,300.

Of the stock previously owned by the International Ocean Company, fourteen shares were issued during the year in lieu of cash, in payment of a portion of the dividend on the preferred stock under which the preference was extinguished.

The bonded debt of this company is as follows:

Bonds due Jaly 1, 1878, 7 per cent gold, interest payable semiannually.

Stop dividend due October 1, 1879, 7 per cent currency, interest payable annually.

Scrip dividend (called in October 1, 1875), balance not yet presented for redemption.

Total bonded debt.

\$237,996 00

	Expenses	67,826	
	ProfitsSurplus July 1, 1876	\$245,810	26
	Total From which there have been appropriated during the For balance of payments on account of new cable between Punta	year:	74
	Ross and Key West. For two quarterly dividends of 2 per cent each. For inverset on bonds and scrip. For cable steamer Professor Morse—repairs, insurance and ex-	\$68,975 56,108	00
	penses. For sinking fund appropriations (one year) For sundry construction, &c For scrip (called in October 1, 1875) redeemed during the year For dividend on preferred stock (balance of payments).	25.517 24,000 423 860 100	81 00
i	Surplus, June 30, 1877	60,109	12

\$257,985 74

The balance of \$21,985 has been carried come account, the whole being represen- exhibit of the profits and disbursements			
come account, the whole being represen	1 into the ge	neral in-	44
exhibit of the profits and disbursements	nted in the f	ollowing t	he
	of the com	pany for t	hr
eleven years from the date of consolidatio	n, July 1, 1860	5: V	wa;
The surplus of income account, July 1, 1866, was. The net profits for eleven years from July 1, 1866	\$275,357		na
The net profits for eleven years from July 1, 1866 June 30, 1877, were	, to 82,598,336	0	pe
	-	*** ***	
Making an aggregate, June 30, 1877, of		\$32,873,693	
For dividends to stockholders (including divid-	end		1
payable July 14, 1877)	4,184,228	1	res
Reserved for interest on bonds and sinking fur	nds,		R
Making an aggregate, June 30, 1877, of During this period there were applied— For dividends to stockholders (including divid payable July 14, 1877)— For interest on company's bonds. Reserved for interest on bonds and sinking fur accrued to June 30, but not yet payable. Discount on bonds of 1900	106,086	\$16,612,860 t	he
Discount on bonds of 1900			Ala
Balance The balance is represented as follows:		\$16,261,332	\$1.0
The balance is represented as follows:	wires &c	\$6,128,887	he
Construction of new lines, erection of additional Purchase of telegraph lines and of the stocks of trolled by the Western Union Company, on wh	companies con-	t	to c
		1.615.101	abl
Western Union stock (72,553 shares) Gold & Stock Telegraph Company's stock (47,810 International Ocean Telegraph Company's stock (47,810 Anglo-American Telegraph Company's stock (£1, Central District & Printing Telegraph Co.'s stock Western Electric Manufacturing Company's stock		1,615,101 4,954,407 1,167,509	wi
Teternational Ocean Telegraph Company's stock (47,810	(10,385 shares)	961,606	332
Anglo-American Telegraph Company's stock (£1,	308)	961,606 7,300 10,000	To
Western Electric Manufacturing Company's stock	(200 shares)	0.000 1	Du
Western Union bonds (redeemed and cancelled)	ntion of bonds	1 193 115 1	Su
Sinking funds (portion not yet used for redeme exclusive of accrued interest due by trustees). Broadway and Dey street building	ption of bonds,	197,039	Su
Broadway and Dey street building	\$2,295,639	1	Lo Pu
Real estate, other than new building	18 1,802,202-	339,917	Su
Broadway and Dey street building Less amount provided from the proceeds of bond Real estate, other than new building Sundry railroad bonds and stocks.		14,180	Re
Supplies and material on hand		75,085	So
			So Na
Less the amount which was applied from the p	profits, to make	,	Ce
good the discount on the bonds of 1900			Sh
Total surplus of income account, June 30, 1877		\$16,261,332	Sh
Louisville Cincinnati & L			Ca
(For the year ending June	30, 1877.)		
This road has been in the hands of a	receiver for s		
and was recently sold in foreclosure.	A recent rep	ort by the	Ca Bi
receiver gave a statement of the operation ment of the receivership, September 2	ons from the	ommence-	Di
1877. The equipment consists of 31 en	gines · 21 nass	enger and	Bi
14 baggage and express cars: 188 box.	95 stock box	c. 25 stock	Ba
14 baggage and express cars; 188 box, rack, 105 platform, 20 gondola, and 10	caboose cars	; 1 pay, 1	Di
yard, 1 derrick, 1 wrecking car, 8 boarding	ng and 27 road	cars.	Te
The traffic for the year ending June with the previous year, was as follows:	e 30, 1877, as	compared	M
with the previous year, was as follows:	1576-77.	1975 70	In
Passengers carried, local	317,700	1875-76. 344,509	F
Passengers carried through	68,680	344,509 56,798 150,272 114,397	C
Passengers carried through	156,216	114.397	Ci
		Cents.	P
Average receipt per passenger per mile Net earnings per passenger per mile	3.001	3·125 0·632	
Average receipt per ton per mile	2.837	2.533	
Net earnings per passenger per mile	line were m	uch better	
than on the Cincinnati line, the average	e receipts per	train mile	
on the former being \$2.4360, against \$1	4211 on the la	tter. The	0
chief business of the Cincinnati line is ington line, local. The earnings for the			
ing ton line, local. The carmings for the	1876-77.	1875-76.	y
	\$427,008		y
Passengers		\$442,894	y
Fassengers. Freight Express and mail	566,588	\$448,894 508,561 54,483	y n tl
Passengers. Freight. Express and mail. Telegraph, &c	566,388 50,944 5,029	\$442,894 508,561 54,463 4,747	y
Freight. Express and mail. Telegraph, &c	566,388 50,944 5,029	\$442,894 508,561 54,483 4,747	y n tl
Freight. Express and mail. Telegraph, &c	566,388 50,944 5,029 \$1,049,368	\$442,894 508,561 54,483 4,747 \$1,011,687 734,798	y n tl r
Express and mail. Telegraph, &c Total. Operating expenses.	566,388 50,944 5,029 \$1,049,368 752,018	\$442,894 508,561 54,483 4,747 \$1,011,687 734,798	y n tl r
Freight. Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings.	566,388 50,944 5,029 \$1,049,368 752,018	\$442,894 508,561 54,483 4,747 \$1,011,687 734,798	y n tl r
Express and mail. Telegraph, &c	566,388 50,944 5,029 \$1,049,368 752,018	\$442,894 508,561 54,483 4,747 \$1,011,687 734,798	y n tl r
Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross	505,388 50,944 5,029 \$1,049,368 752,018 \$297,350 ded between t	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing-	y y m tll re
Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	566,584 50,944 5,029 \$1,049,368 752,018 \$297,350 ded between t Expenses. earn \$253,461 \$2:	\$442.894 508,561 54,483 4,747 \$1,011,687 734,798 \$276,899 he Lexing- Net P. c. of nings. exp's.	y y n tl r y P C
Express and mail. Telegraph, &c. Total Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	566,584 50,944 5,029 \$1,049,588 752,018 \$297,350 ded between t Expenses. earn \$253,461	\$442.894 508,561 54,463 4,747 \$1,011.687 734,798 \$276,899 he Lexing- Net P. c. of nings. exp's. 19,102 52:52	y y n tl r y P C
Express and mail. Telegraph, &c. Total Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	566,584 50,944 5,029 \$1,049,588 752,018 \$297,350 ded between t Expenses. earn \$253,461	\$442.894 508,561 54,463 4,747 \$1,011.687 734,798 \$276,899 he Lexing- Net P. c. of nings. exp's. 19,102 52:52	y y m tll re
Express and mail. Telegraph, &c. Total Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$482.064	566,584 50,944 5,029 \$1,049,588 752,018 \$297,350 ded between t Expenses. earn \$253,461	\$442.894 508,561 54,463 4,747 \$1,011.687 734,798 \$276,899 he Lexing- Net P. c. of nings. exp's. 19,102 52:52	y y m tll re
Total	505,585 50,944 5,029 5,029 5,029 5,029 5,019 \$297,350 ded between t Expensee, earl \$253,461 \$2: 498,556 £3 372,498-86 ton s. There are	\$442.894 508.561 54.483 4.747 \$1,011.687 734.798 \$276,889 he Lexing- Net P.c. of nings. exp's. 19,102 625 18,247 67:66 87,350 71:66 8 iron rails, yet in the	y y m tll re
Total	505,584 5,094 5,029 \$1,049,368 752,018 \$297,350 ded between t Expenses. earn \$238,461 \$2498,556 \$752,018 \$21 \$752,018 \$23 \$21 \$752,018 \$23 \$25 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$3	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of pings. exp's. 19,102 52.52 8,247 87.06 s iron rails, yet in the on rails laid	y y n tl r y P C E F F F F F F F F F F F F F F F F F F
Total. The earnings and expenses were divident to the carning and expenses were divident to the carnings and expenses were divident to the carnings and expenses were divident to the carnings are carnings. Lexington line Gross earnings to the carnings start to the carnings to the carn	505,584 5,094 5,029 \$1,049,368 752,018 \$297,350 ded between t Expenses. earn \$238,461 \$2498,556 \$752,018 \$21 \$752,018 \$23 \$21 \$752,018 \$23 \$25 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$35 \$3	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of pings. exp's. 19,102 52.52 8,247 87.06 s iron rails, yet in the on rails laid	y y m tll re y P C E E E E E E E E E E E E E E E E E E
Total. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$482.564 Cincinnati line \$482.564 Total. \$1,049,368 There were used in renewals last yet 16.34 tons steel rails and 87,377 new tie track between Lagrange and Lexington	505,585 50,944 5,029 5,039 5,039 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,0	\$442.89.54 508.555 54.483 4.747 \$1,011.687 734.798 \$276,889 he Lexing- Net P. c. of nings. exp's. 92.02 19.102 52.58.247 87.250 71.66 17.250 71.65 16.00 17.250 17.65 16.00 1	y y m til re y P C E E E E E E E E E E E E E E E E E E
Total. Total. Toperating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$432.54 Cincinnati line 566.801 Total. Total. Total. \$1,049.88 There were used in renewals last yet 16.34 tons steel rails and 87,377 new tie track between Lagrange and Lexington in 1849 and 1850 and still in good conditions of \$475.000 annual traffic: the actual tra	505,384 5,029 5,034 5,029 5,039 5,044 5,029 5,044 5,029 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,018 5,01	\$442.894 508.561 54.483 4.747 \$1,011.687 734,798 \$276,889 the Lexing- Net P.c. of a carrier of a carr	y y m tll re
Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$152.54 Cincinnati line 556.80 Total. \$1,049.383 There were used in renewals last yet 16:34 tons steel rails and 87,377 new tie track between Lagrange and Lexington in 1849 and 1850 and still in good conditional earnings. The Newport & Cincinnati Bridge is of \$75,000 annual traffic; the actual tralleaving a deficiency of \$21,929, half to	505,384 5,029 5,039 5,039 5,039 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,049 5,04	\$442.89.54 508.555 54.483 4.747 \$1,011.687 734.798 \$276,889 he Lexing- Net P. c. of a sings. exp's. 19,102 627 19,102 627 19,102 627 18,247 67-66 17,250 77-85 18,247 67-66 17,250 77-85 18,247 67-66 19,102 627 19,102	y nu tli re y PC
Total. Total stayles and expenses were divided and stayles are used in renewals last yet for a cut rapidly. Total stayles and expenses were divided and stayles are stayles as follows: Gross earnings. Lexington line stayles are stayles as follows: Total stayles are used in renewals last yet for a cut apidly. Total stayles and Lexington in 1849 and 1850 and still in good condition wear out rapidly. The Newport & Cincinnati Bridge is of \$75,000 annual traffic; the actual tracking a deficiency of \$21,929, half to meet this, however, an arbitrary charge	505,384 5,029 5,039 5,039 5,039 5,049 5,039 6ded between t Expenses. ear \$253,461 \$253,461 \$3752,018 \$23 \$495,556 \$752,018 \$23 \$3752,018 \$23 \$3752,018 \$24 \$495,556 \$1,049 \$495,556 \$1,049 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$2	\$442.894 508,561 54,463 4,747 \$4,011,687 734,788 \$276,889 he Lexing- Net P.c. of orings. exp's. 19,102 52.52 88,247 87,350 71:66 s iron rails, yet in the orails laid deginning to a guarantee vas \$53,070, s road. To the bridge	y y PC III
Total. Total. Toperating expenses. Net earnings. The earnings and expenses were division & Cincinnati lines, as follows: Gross earnings. Lexington line	505,384 5,029 5,039 5,039 5,039 5,049 5,039 6ded between t Expenses. ear \$253,461 \$253,461 \$3752,018 \$23 \$495,556 \$752,018 \$23 \$3752,018 \$23 \$3752,018 \$24 \$495,556 \$1,049 \$495,556 \$1,049 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$25,495 \$2	\$442.894 508,561 54,463 4,747 \$4,011,687 734,788 \$276,889 he Lexing- Net P.c. of orings. exp's. 19,102 52.52 88,247 87,350 71:66 s iron rails, yet in the orails laid deginning to a guarantee vas \$53,070, s road. To the bridge	y nutth results of the second
Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	Expenses. earn \$233,461 \$2:499,556 to \$3 miles of irrition, though b perated under tilic last year v be met by thi on freight over 0, leaving a n wed for the year wed for the year of the	\$442.894 508,561 54,463 4,747 \$1,011,687 734,788 \$276,889 Net P.c. of iniga. exy's. 19,102 20,252 8,247 81'06 s iron rails, yet in the on rails laid deginning to a guarantee vas \$53,070, s road. To r the bridge et profit of	y y n tl re y P C L H H H H H H H H H H H H H H H H H H
Total. Total. Operating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	Expenses. enri \$253,461 \$2:498,556 (98.5) \$752,018 \$27,2,018 \$2.498,556 (19.5) \$752,018 \$2.498,556 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19.5) \$1.5 (19	\$442.894 508,561 54,483 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of cap's. 92,02 52-52 8,247 87:06 17,350 17:66 beginning to a guarantee was \$53,070, is road. To rethe bridge the profit of the bridge are earnings 3: interest.	y y n tl re y P C E E E E E E E E E E E E E E E E E E
Total	Expenses. earl \$253,461 \$2498.556 \$3752,018 \$297,350 \$253,018 \$253,461 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253,018 \$253	\$442.894 \$508,561 54.483 4.747 \$4,011,687 734,798 \$276,889 he Lexing- Net P.c. of fings. exp's. 19.102 52.52 88,247 8:706 8: iron rails, yet in the geinning to a guarantee was \$53,070, sa \$53,070, the bridge et profit of ear earnings 3; interest, capach Lex	y y nutter y PC
Total. Total startings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$42.544 Cincinnati line \$566,801 Total \$1,049,368 There were used in renewals last yet 16.34 tons steel rails and 87,377 new tie track between Lagrange and Lexington in 1849 and 1850 and still in good condition wear out rapidly. The Newport & Cincinnati Bridge is of \$75,000 annual traffic; the actual tracking a deficiency of \$21,929, half to meet this, however, an arbitrary charge is retained, which amounted to \$30,38 \$9,415. The Louisville Railway Transfer sho of \$51,525; expenses, \$19,531; Let ea etc., \$30,146, leaving net profit of \$11,525; ington & Big Sandy earned \$58,401; ex	Expenses, ent \$253,461 \$25,208 \$297,350 ded between t \$253,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461 \$25,461	\$442.894 508,561 54,463 4,747 \$1,011,687 734,788 \$276,889 he Lexing- Net P.c. of inings. exp's. 19,102 29,252 88,247 87,250 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,850 71,8	y y nutter y PC III III III III III III III III III
Total Operating expenses Net earnings The earnings and expenses were divident ton & Cincinnati lines, as follows: Gross earnings Lexington line Lexington line Total T	Expenses. earn \$253,461 \$2: 498,556 \$752,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018 \$2: 7.52,018	\$442.894 508,561 54,483 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of nings. exp's. 819,102 5252 8,247 8706 8 iron rails, yet in the on rails laid eginning to a guarantee was \$53,070, is road. To r the bridge et profit of ear earnings 3; interest, zabeth Lex-7; net earn-	y y H tl re y P C L H H H H H H H H H H H H H H H H H H
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Total. Total. Toperating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$\frac{\$42.54}{\$542.54}\$ Cincinnati line \$\frac{\$56.801}{\$56.801}\$ Total. Total. \$\frac{\$1,049.868}{\$19.49.868}\$ There were used in renewals last yet 16.34 tons steel rails and 87,377 new tietrack between Lagrange and Lexington in 1649 and 1850 and still in good condition wear out rapidly. The Newport & Cincinnati Bridge is of \$75,000 annual traffic; the actual traleaving a deficiency of \$21,929, half to meet this, however, an arbitrary charge is retained, which amounted to \$20,38 \$9,415. The Louisville Railway Transfer sho of \$51,525; expenses, \$19,531; Let eact., \$30,146, leaving net profit of \$1, ington & Big Sandy earned \$58,401; exings, \$18,764; rental, \$19,467; loes for The general results for the two yet stated by the Auditor as follows: \$\frac{\$9,175}{\$94 mes}. \$\frac{\$94 mes}{\$94 mes}.	Expenses. earl 498,556 (st. 2397,350 ded between t 498,556 (st. 2397,350 ded between t 498,556 (st. 2498,556 (st.	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of exp's. 19,102 52-52 8,247 87-66 s iron rails, yet in the on rails laid deginning to a guarantee was \$53,070, is road. To rethe bridge et profit of ear earnings 3; interest, zabeth Lex-7; net earnings are armonths are Year ending June 30, 1677.	y y m tll re y PC III F H H H H H H H H H H H H H H H H H
Total. Total. Toperating expenses. Net earnings. The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line \$\frac{842}{254}\$ Cincinnati line \$\frac{566}{2566}\$ Total. Total. Total. \$\frac{1,049,368}{362}\$ There were used in renewals last yet 16:34 tons steel rails and 87,377 new tiet track between Lagrange and Lexington in 1849 and 1850 and still in good condition wear out rapidly. The Newport & Cincinnati Bridge is of \$\frac{75}{250}\$ and sull if in good condition wear out rapidly. The Newport & Cincinnati Bridge is of \$\frac{25}{250}\$ and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and still in good condition in 1849 and 1850 and 1	Expenses. earl 498,556 (st. 2397,350 ded between t 498,556 (st. 2397,350 ded between t 498,556 (st. 2498,556 (st.	\$448.894 508,561 54,463 4,747 \$4,011,687 734,788 \$276,889 he Lexing- Net P.c. of of sings. exp's. 19,102 52,52 88,247 88,247 87,350 71:66 8 iron rails, yet in the or rails laid againing to a guarantee was \$53,070, s road. To the bridge et profit of sar earnings 3; interest, zabeth Lex. months are Year ending June 30, 1877. \$1,049,368	y y n tl r y P C E E E E E E E E E E E E E E E E E E
Express and mail. Telegraph, &c. Total. Operating expenses. Net earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	Expenses. errigions of the system of the sys	\$448.894 508,561 54,483 4,747 \$4,011,687 734,788 \$76,889 he Lexing- Net P.c. of of sings. exp's. 19,102 52,52 88,247 88,247 81,765 71,656 71,7850 71,656 8 iron rails, yet in the or rails laid eginning to a guarantee was \$53,070, s road. To rails rest, zabeth Lex. 7; net earnings 3; interest, zabeth Lex. 7; net earnings 10,103 1677. 18,1049,388 72,019 197,390	y y m tl re y P C I E E E E E E E E E E E E E E E E E E
Total. Toperating expenses. Net earnings and expenses were divition & Cincinnati lines, as follows: The earnings and expenses were divition & Cincinnati lines, as follows: Lexington line	505,588 50,944 5,029 5,039 5,049,368 \$1,049,368 \$297,350 ded between t Expenses. earl \$253,461 \$2: 498,556 6 \$752,018 ar 2,498 86 ton s. There are 33 miles of irition, though b perated under tition though b perated under tition, though b perated under tition	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of cap's. 92,02 52-52 8,247 87:06 677,350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 7	y y m til re y P C E E E E E E E E E E E E E E E E E E
Total. Telegraph, &c. Total. Operating expenses. Net earnings and expenses were divident of the continuation of the contin	505,588 50,944 5,029 5,039 5,049,368 \$1,049,368 \$297,350 ded between t Expenses. earl \$253,461 \$2: 498,556 6 \$752,018 ar 2,498 86 ton s. There are 33 miles of irition, though b perated under tition though b perated under tition, though b perated under tition	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of cap's. 92,02 52-52 8,247 87:06 677,350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 7	y y m til re y P C E E E E E E E E E E E E E E E E E E
Total. Toperating expenses. Net earnings and expenses were divition & Cincinnati lines, as follows: The earnings and expenses were divition & Cincinnati lines, as follows: Gross earnings. Lexington line	505,984 5,029 5,094 5,029 5,094 5,029 5,094 5,029 5,094 5,029 5,2018 5,297,350 6d between t 2523,461 \$2,498.56 \$372,018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018 527,2018	\$448.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of nings. exp's. 8210,22 8210,22 8210 8210 8210 8210 8210 8210 8210 82	y y nu til r r r r r r r r r r r r r r r r r r r
Total. Total State were used in renewals last yet track between Lagrange and Lexington in 1849 and 1850 and still in good conditions at solid wear out rapidly. The Newport & Cincinnati Bridge is of \$5,7500 annual traffic; the actual traffic retained, which amounted to \$20,38 \$9,415. The Louisville Railway Transfer sho of \$5,625 expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet eact, \$30,46, leaving net profit of \$1,1025; expenses, \$19,531; bet each, \$10,1025; expenses, \$10,	505,588 50,944 5,029 5,039 5,049,368 \$1,049,368 \$297,350 ded between t Expenses. earl \$253,461 \$2: 498,556 6 \$752,018 ar 2,498 86 ton s. There are 33 miles of irition, though b perated under tition though b perated under tition, though b perated under tition	\$442.894 508,561 54,463 4,747 \$1,011,687 734,798 \$276,889 he Lexing- Net P.c. of cap's. 92,02 52-52 8,247 87:06 677,350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 77:350 7	y y nu til r r r r r r r r r r r r r r r r r r r

The notable decrease in the rentals, taxes and guarantees for year 1877 has resulted mainly from the increased tonnage of ugb freight, it adding to the earnings of the Louisville Rail-Transfer and the Newport & Cincinnati Bridge sufficient to e said lines profitable, whereas they have been previously ated at a loss."

Louisville & Nashville.

(For the year ending June 80, 1877.)

the recent annual meeting of stockholders, the following ution was unanimously adopted:

dution was unanimously adopted:

coted, That we, the stockholders of the L. & N. RR. Co., hereby approve
tion of the President and Directors in the settlement with the State of
ama, in which they secured \$330,000 of five per cent bonds, and their
ment with the South & North Alabama RR. Co., by which they received
0,000 second mortgage seven per cent bonds, and with their purchase of
secilian Branch of the E. & P. RR. Co., which gives a valuable feeder in
conisville Paducah & Southwestern Railroad and a valuable acquisition
ir railroad system. And we hereby tender to them our thanks for the
management of the road and its finances.
he following is the balance sheet to be taken in connection
a the report published in the Chronicle of Oct. C, on page

١	332 :	50
1	RESOURCES.	
1	Total cost of road to June 30, 1877	79
١	Due from transportation department \$246.368	
1	Ten-year mortgage gold bonds	
1	Sundry railroad bonds 447,007	
١	Sundry railroad stock	
١	Louisville Bridge Company stock 181,400	
1	Pullman Southern Car Company stock 84.000	
١	Sundry railroads and persons 2:0.480	
1	Real estate, timber and quarry lands 987,554	
1	State of Alabama 5 per cent bonds	
	South and North Alabama Railroad second mortg. bonds. 1,006,000	
1	South & North Alabama Railroad Company 246,189	
	Nashville & Decatur Railroad Company 837,788	
	Cecilian Branch	
1	Shop and fuel stock L. & N. RR. and branches \$297,203	
	Shop and fuel stock N. & D. RR 26,971	
И	Shop and fuel stock S. & A. RR 46,611-470,786	
	Cash, Louisville 48.504	
	Cash, New York 76,975—125,479—; 7,128,5	387
		_
	\$31,056,8	366
•	LIABILITIES,	
,	Capital stock \$9,003,4	118
	Bills payable	
	Due sundry persons	
	Bills and pay-rolls unpaid	
	Interest due July 1 and August 1	
	Back dividends	
	Dividend No. 22, due Aug. 10	037
	Consolidated mortgage bonds	
	Mortgage main office lot and building	
ı	First mortgage bonds Memphis & Ohio Railroad 3,500,000	
	Income bonds Memphis & Ohio Railroad	
	First mortgage bonds Memphis Clarksville & Louisv.RR. 2,336,730	
•	First mortgage bonds Lebanon Branch Extension 88,000	
3	City of Louisville to Lebanon Branch 225,000	
3	City of Louisville to Lebanon Branch 225,000 City of Louisville to Lebanon Branch Extension 333,000	
7	City of Louisville to Main Stem (no mortgage) 850,000—16,484,	990
	Profit and loss account.	
5		070
2	\$31,056.	366
3	Chiagga Danvilla & Vinconnes	000
1	Unicago Danville & Vincennes.	

(For the year ending Dec. 31, 1876.)

The receiver in his late report to the Court gave the results of erating the Chicago Danville & Vincennes Railroad during the at 1876. As far as practicable, the statements for the previous at are also given for purposes of comparison. The first five boths of that year were operated by the railroad company and as preceding receivers; the last seven months by the present seiver.

First tracks occupied and used were the same through both ars, and were as follows:

	Pitts. Cin. & St. L. R'way, in Chicago, double track 8 miles.	8 734,798
- 26% miles	Chicago & Southern RR.—Chicago to Junction 20% miles.	0 \$276,889
- 20% шись	OWNED,	the Lexing-
	Dalton to Danville-main line	
— 132 miles.	Bismarck to Coal Creek—Indiana branch 24 miles.	Net P. c. of strnings. exp's. 3229,102 52:52
. 158% miles	Total	68,247 87:06
	GROSS EARNINGS.	N. P
1875.	From what source:	297,850 71.66
\$381,341	Freight, ordinary	ns iron rails,
270,200	Freight, coal 261,755	e yet in the
\$601,549	Total\$709.791	ron rails laid
116,306	Passengers	beginning to
12,520	Express. 12.520	0
8,60	Mail	r a guarantee
17,890	Miscellaneous 18,221	
		was \$53,070,
\$756,865		ais road. To
@00K 496		
\$995,425 872,160	The gross earnings, as per above statement	
\$995,425 \$72,166 \$123,256 s to January so sums that tching, &c. ere actually whenever	The gross earnings, as per above statement Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, swite Although the amounts for these latter charges wer received in cash, they were repaid the same way, and w	rear earnings 93; interest, lizabeth Lex- 37; net earn- 13.
\$995,425 \$72,166 \$123,256 s to January so sums that tching, &c. ere actually whenever	Trom t e balance sheet to have been The gross earnings, as per above statement Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switch Although the amounts for these latter charges wer received in cash, they were repaid the same way, and w sum was collected which it was known would be repaid.	year earnings 193; interest, 11zabeth Lex- 137; net earn- 13. 13.
\$123,256 s to January to sums that tching, &c. ere actually whenevers aid in full	From t e balance sheet to have been The gloss earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switt Although the amounts for these latter charges wer received in cash, they were repaid the same way, and w sum was collected which it was known would be repaid it was not included in earnings.	net profit of year earnings 193; interest, lizabeth Lex- 37; net earn- 33. months are Year ending
\$995,450 872,166 s to January so sums that tching, &c. ere actually whenever a aid in full	The gross earnings, as per above statement Excess of cash receipts over gross earnings	net profit of year earnings 93; interest, lizabeth Lex- 37; net earn- 33. months are
\$123,256 s to January to sums that tching, &c. ere actually whenevers aid in full	Trom t e balance sheet to have been The gloss earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switch Although the amounts for these latter charges wer received in cash, they were repaid the same way, and we sum was collected which it was known would be repaid twas not included in earnings. OPERATING EXPENSES. 1876. Conducting transportation. \$160,746 Motive power. 183,435	net profis of year earnings 93; interest, lizabeth Lex- 37; net earn- 38. months are Year ending June 30, 1877. \$1,049,368
\$995,426 \$72,156 \$ to January to sums that tching, &c. ere actually whenever a aid in full 1875. \$137,17 145,46 54,75	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous in the excess of \$123,656 represents earnings previous in the excess of excess earnings earnings were received in cash, they were repaid the same way, and we sum was collected which it was known would be repaid the was not included in earnings. OPERATING EXPENSES. 1876. Conducting transportation. \$166,7.6 Motive power. 189,435 Maintenance of care. 88,235	year earnings 193; interest, 1izabeth Lex- 37; net earn- 13. months are Year ending June 30, 1877. \$1,049,388 732,018
\$95,426 \$72,156 \$ to January o sums that tching, &c. tre actually whenever a aid in full. 1875. \$137,17 145,48 54,75 77,96	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switch Although the amounts for these latter charges wer received in cash, they were repaid the same way, and we sum was collected which it was known would be repaid it was not included in earnings. Conducting transportation. OPERATING EXPENSES. 1876. Conducting transportation. \$160,7.6 Motive power. 183,435 Maintensance of care. 88,235 Maintensance of way. 81,607	rear earnings 93; interest, lizabeth Lex- 37; net earn- 13. months are Year ending June 30, 1877. \$1,049,368 732,018 297,3*0
\$995,426 \$72,156 \$ to January to sums that tching, &c. ere actually whenever a aid in full 1875. \$137,17 145,46 54,75 77,96 51,00	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switt Although the amounts for these latter charges wer received in cash, they were repaid the same way, and w sum was collected which it was known would be repaid twas not included in earnings. Conducting transportation. \$166,76 Motive power 139,435 Maintenance of cars 88,235 Maintenance of way. 81,607 Renewals.	net profit of year earnings 93; interest, lizabeth Lex- 37; net earn- 13. months are Year ending June 30, 1877. \$1,049,368 752,018 297,3"0 40,639
\$95,426 \$72,156 \$ to January o sums that tching, &c. tre actually whenever a aid in full. 1875. \$137,17 145,48 54,75 77,96	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switch Although the amounts for these latter charges were received in cash, they were repaid the same way, and we sum was collected which it was known would be repaid twas not included in earnings. OPERATING EXPENSES. 1876. Conducting transportation. \$160,766 Motive power. 183,435 Maintenance of care \$8,255 Maintenance of way. 81,607 Renewals. \$2,017 General expenses. \$3,322	year earnings 93; interest, lizabeth Lex- 37; net earn- 38. months are Year ending June 30, 1877. \$1,049,368 732,018 40,639 27,8*0 40,639 256,710
\$995,425 872,16 \$123,356 s to January o sums that tching, & ere actually whenever s aid in full. 1875. \$137,17 145,44 54,75 77,96 51,09 89,62	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous 1, which were collected during the year 1876, and also were p id back in over-charges, drawbacks, switt Although the amounts for these latter charges wer received in cash, they were repaid the same way, and w sum was collected which it was known would be repaid twas not included in earnings. Conducting transportation. \$166,76 Motive power 139,435 Maintenance of care 88,235 Maintenance of way. 81,607 Renewals. \$2,017 General expenses. 33,322	net profit of year earnings 193; interest, lizabeth Lex- 37; net earn- 13. months are Year ending June 30, 1877. \$1,049,368 297,30 40,639 256,710 30,270
\$995,426 \$72,156 \$ to January to sums that tching, &c. ere actually whenever a aid in full 1875. \$137,17 145,46 54,75 77,96 51,00	Trom t e balance sheet to have been The gross earnings, as per above statement. Excess of cash receipts over gross earnings. The excess of \$123,256 represents earnings previous in the excess of excess excess earnings were received in cash, they were repaid the same way, and we sum was collected which it was known would be repaid it was not included in earnings. OPERATINE EXPENSES. 1876. Conducting transportation. \$166,7-6 Motive power 139,435 Maintenance of cars 88,235 Maintenance of way. 81,607 Renewals. 82,017 General expenses. 33,322	June 30, 1877. \$1,049,368 752,018 297,350 40,639 256,710

OPERATING EXPENSES.	1876.	1875. \$137,172
Conducting transportation	\$100,740	145.469
Motive power	88,235	54,758
Maintenance of way	81.607	77,969 51,090
Renewals	82,017 33,32 2	39,621
Total	\$571,363	\$506,077
Per cent of expenses to earnings	65.21	66.86 \$250.787

DEDUCTIONS F.	ROM NET EA	ARNINGS IN	1876.	
Insurance				\$1,622
W				16,579
Donated D C & St L. Railway.				29,310
nontel Chicago station ground	B			0,201
Rental-Freight cars				30,088
Amount				\$105,724
ADDITION	IS TO THE I	PROPERTY.		
Purchase of freight cars Permanent improvements to roa New construction ordered by Co	d			34,692
Amount				\$79,368
Permanent improvement to road				
	EIGHT TRAF			
The movement of freight was a	s follows:	187		1875.
Wamber of tons moved-Coal		232,		196,399
Number of tons moved—Other fr	eight	252,	762	160,656
Total number of tons moved		485	705	357,055
Number tons moved one mile-N	lorth	40,475.		30,394,321
Number tons moved one mile-S	outh	12,742,	129	9,979,286
Total number tons moved one				40,373,607
Number tons moved one mile-L	ocal	29,763,		20,963,415
Number tons moved one mile-F	oreign	23,454,	077	19,410,192
Total number tons moved on	e mile	53,217,	695	40,373,607
Average earnings per ton per mil	e	1.3	3c.	1.49c.
Average expenses per ton per mil	e	•9	Юс.	1 02c.
Average net earnings per ton per	mile		13c.	·47c.
GROSS EARNINGS OF THE	ROAD FOR I	FIVE CONSEC	CUTIVE YEA	RS.
1876.	1875.	1874.	1873.	1872.
Gross earnings \$872,166	\$756,865	\$745,068	\$784,252	\$627,932
THE FREIGHT MOVEMENT P	OR THE SAN	KE TIME WA	S AS FOLLO	ws:
	1875.	1874.	1873.	1872.
Tons hauled 1 mile 53,217,695	40,373,607	34,086,692	30,636,762	23,656,144
Av. rate per ton p. m 1 33-100c.	1 49-10Cc.	1 73-100c.	1 94-100c.	2 12-100c.
min and per arm pr many a de acces				

The steady decrease in freight rates, as shown above, has been an important element in the financial condition of the property. Had the same average rate been obtained in 1876 as in 1872, the earnings would have been \$420,419 greater, making gross earnings \$1,292,586, instead of \$872,166 as they were, and this without any increase whatever in the expenses. The net earnings for the year would have been \$721,292, instead of \$300,802, and the percentage of expenses to earnings 44 21 per cent, in place of 65-51. The same rate as received in 1875 would have produced \$85.148 more revenue in 1876. \$85,148 more revenue in 1876.

GENERAL INVESTMENT NEWS.

American District Telegraph Company (N. Y. City).—The annual statement of the company shows that 4,185 instruments are in use, which is a gain of 248 over the preceding year.

The gross income was. Operating and general expenses.	\$308,943 263,918
Net income	\$45,025 13,945
Net profit. Add previous surplus in 1876.	\$31,076 7,399
Total surplus fund.	\$38,476

The company has no floating debt, and the statistics show that 1,513,265 messages were sent during the past year, as against 372,247 in 1876, or an increase of 1,141,018.

Baltimore & Ohio.—The usual monthly meeting of the Board of Directors of the Baltimore & Ohio Railroad Company, John W. Garrett presiding, was held at the company's offices. Among other business transacted, a dividend of 3 per cent was declared on the main stem stock. The 5 per cent dividend declared in April makes, with this, 8 per cent for the year 1877. The committee of finance reported that they had closed the negotiation of the loan of sterling five per cent bonds, the proceeds of which paid the chief part of the floating debt of the company. There yet remained a sum which, although within the convenient ability of the company to continue, it was determined should be reduced as rapidly as practicable from the earnings. It was therefore deemed the proper policy to recommend the dividend as stated. The committee of finance also submitted a resolution, which was adopted, declaring it is in-xpedient to declare a diviwhich was adopted, declaring it is inexpedient to declare a dividend on the stock of the Washington Branch road, in view of the continued claim of the State of Maryland for a tax of 20 per cent on the gross receipts for passengers from the 10th of December, 1870, since which date the said tax has not been collected by the

company.

Brunswick & Albany.—It is reported that this road has been sold by the present owners to an English company, which will put it in good order and build the extension from Albany, Ga., to Enfaula, Ala., which was partly graded some years ago.

Cincinnati Rockport & Southwestern.—It is said that the proposition recently made by the bondholders, to reduce the interest on the bonds from 10 to 7 per cent is not acceptable. To comply with the conditions of the offer would require the stockholders to raise about \$135,000.

Cumbarland & Obio _Ata meeting of the Board of Directors.

Cumberland & Ohio.—At a meeting of the Board of Directors, held in Lebanon, Tenn., it was decided to accept the proposition of the Nashville Chattanooga & St. Louis Railroad to endorse the bonds of the C. & O. to the amount of \$10,600 per mile from Leeville, Tenn., to Shelbyville, Ky., upon condition that the N. C. & St. Louis Road is to receive a lease of the C. & O. Road for twenty-five years. The proposition is to be submitted to the stockholders, and for this purpose a meeting has been called, to

meet in Louisville on the 14th day of November. The terms of agreement proposed are substantially as follows: The Nashville Chattanooga & St. Louis Company will guarantee the bonds of the Cumberland & Ohio Company to the amount of \$10,000 per mile, on the line from the crossing of the Tennessee & Pacific, near Nashville. to Shelbyville, Ky., provided the Cumberland & Ohio will secure the sale of \$500,000 of the bonds at not less than 75. The proceeds of the bonds to be applied to the completion and equipment of the road, and the road, as fast as completed, to be leased to the Nashville Chattanooga & St. Louis, the lessee to pay for five years the interest on the bonds and one-half of one per cent as a sinking fund; after five years, one-half of the net earnings as rental. All contracts, sales of bonds, &c., to be approved by the lessee, and work on the road to be under supervision of the lessee's engineer.

Harlem Extension.—A dispatch from Bennington Vt. Oct

Harlem Extension.—A dispatch from Bennington, Vt., Oct., says: The Lebanon Springs Railroad, known as the Harlem

11. says: The Lebanon Springs Railroad, known as the Harlem Extension, between Bennington and Chatham Four Corners, will be opened on Saturday or Monday next, under the presidency of R. C. Root, of Root, Anthony & Co., of New York.

—The Springfield Republican says: "There is great interest in Vermont over the suit of Trenor W. Park, of North Bennington, against the towns which bonded themselves to build a part of the road which was afterward consolidated into the Harlem Extension. The case is to be heard before the full bench of the Supreme Court at Montpelier this month. * * * Of the old Harlem Extension road, formed by the consolidation of the Western Vermont road, running from Ratland to Bennington, and the Lebanon Springs road, extending from Bennington to Chatham. Lebanon Springs road, extending from Bennington to Chatham, N. Y., the latter section is not operated. The former, controlled by President Gardner and a Vanderbilt board of directors, is really operated by Mr. Park, and he is to be allowed to redeem it really operated by Mr. Park, and he is to be allowed to redeem it whenever he can raise the means, at something of a racrifice of Mr. Vanderbilt's original loan of \$500,000, under which the road has been foreclosed, as Mr. William H. Vanderbilt does not fancy Vermont railroading. Should Mr. Park, therefore, win his suit against the bonded towns, their indebtedness would just about cancel the Vanderbilt judgment against him, and put Park in fall control of the Harlem Extension road, as he has long ago become directly and indirectly possessed of whatever interest or control the towns had in the road."

Houston & Texas Central.—The Union Trust Company, as trustee, took possession of the Missouri Kaassa & Texas Railroad, which connects with the line of the Houston & Texas Railway Company. An arrangement was made with this last-named railway company for the dispatch of through trains over both lines. The Union Trust Company claims that on July 1, 1877, \$221,549 were due it under this arrangement, but has not been paid. Recently, John J. Cisco & Son advertised that they would pay the coupons on the consolidated bonds of the Houston & Texas Railway Company, amounting to \$200,000. The Union Trust Company thereupon obtained an attachment against the funds of the Houston & Texas Company in the hands of J. J. Cisco & Son. To this a return was made that J. J. Cisco & Son held no such funds. An order was then obtained for the examination of Mr. Cisco, to ascertain where the money comes from to pay coupons, and he said he had \$125,000 given him by Mr. Whitney, President of the road, in trust, to pay coupons on bonds of the road.

Indianapolis Bloomington & Western.—Areport from Indianapolis, in the Chicago Inter-Ocean, says that H. C. Stimson, of New York, representing the bondholders of the Indianapolis Bloomington & Western Road, General George B. Wright, receiver, and C. W. Fairbanks, attorney, submitted a plan to several classes of the bondholders, which they think will accomplish the end desired. It is a scaling scheme by which all classes of bondholders will get a certain per cent for their bonds, in proportion to the present value, the scale varying in price from 30 up to 75 cents on the dollar. To raise money to buy those bonds, it is proposed to issue \$5,000,000 in new bonds, and cancel all now existing. It is thought the business of the road will enable the is proposed to issue \$5,000,000 in new bonds, and cancel all now existing. It is thought the business of the road will enable the company to pay the interest on such bonds promptly. The bond-holders have not yet taken action on the proposition. The scheme will hardly be acceptable to the first mortgage bond-holders. They are sanguine that they eventually will get the whole concern without even raising the \$650,000 ordered to be paid certain classes of creditors by the Court, hoping by an appeal to the United States Supreme Court to rid themselves of that.

Lowell & Lawrence.—At a special meeting of the stockholders, the proposed lease was submitted, which is to be made to the Boston & Lowell Railroad, to take effect at the expiration of the present lease, October 1, 1878, and run twenty-five years, for the consideration of 5 per cent interest on stock, 6 per cent interest on all debts and bonds, and one per cent additional from earnings as a sinking fund to liquidate the bonds. A stock vote was taken, when 1,225 votes, representing 1,633 shares, being all that were cast, were given in favor of confirming the lease. The following votes, offered by Colonel George, were similarly adopted: 1st. That bonds authorized to be issued by a vote of the stockholders at the annual meeting to be held January!, 1878, be mortgage bonds, and that the directors be authorized to execute a mortgage of franchise and property of this corporation, to such persons as the trustees or directors shall by vote determine upon, for the purpose of securing the payment of said bonds and all existing debts and liabilities of this corporation. 2d. That the directors be authorized to purchase of the Essex Company such lands in Lawrence as they deem necessary for terminal facilities, and to execute a mortgage as security for the purchase money in whole or in part.

Mariposa Mining Company.—At a special term of the Supreme Court held by Judge Dikeman, in Brooklyn, the injunction asked for on behalf of Francis B. Wallace, a stockholder in the said company, against Eugene Kelly, Joseph A. Donohue and the Mariposa Land & Mining Company was granted. The object of this proceeding is to compel Eugene Kelly & Co. to surrender the mortgage held by them in the Mariposa estate as fraudulent, and to recover the sum of \$300,000, money due to the company from Eugene Kelly & Co., and for \$1,000,000 damages.

New York City and Brooklyn Valuations.—At the meeting of the State Board of Equalization at Albany, October 5, a motion to reduce the addition of \$200,000,000 recommended by the State Board of Assessors in New York's valuation to \$77,000,000, and the addition to Kings of \$27,000,000 to \$4,000,000, was carried. The effect of the reduction on New York's quota is to make the proportion of State tax on New York City 45.5 per cent, as against 488 per cent of the whole State tax last year, and to make the tax to be paid \$25.5 000 less than for this year. make the tax to be paid \$254,000 less than for this year.

Ohio & Mississippi.—A dispatch to the World, dated Cincinnati, October 11, says: "An excited meeting of Ohio & Mississippi stock and bond holders was held here to-day for the election of directors. The issue was between New York and Baltimore parties—Wall street against Garrett—for the election of directors, parties—Wall street against Garrett—for the election of directors, and by them to obtain control of the property. Four directors were to be elected and two appointed by the old board to fill vacancies. The Garrett party, represented by Robert Garrett, came with large quantities of stock and bonds purchased during last year, but the register's book of the company did not show the transfers, because there has been no President for eleven months, and transfers could not be signed or put on the book. Thus, while Garrett claimed a right to vote, these New York parties claimed that the meeting must go according to the book, and exhibited proxies from numbers of old holders of stock and proposed to vote on it. The old Board of Directors secured the appointment of two friends of Garrett, Governor Bishop and Kenner Garrard, both of this city, to fill the vacancies, thus making a good working majority in the board. They then appointed Messrs. Sloan and Horsey, of Baltimore, and Mack, of Cincinnati, inspectors to decide on the votes offered. Then Springfield bonds, mostly held in New York were, on motion of Mr. Dinife, of Baltimore, disfranchised. The inspectors decided that proxies not accompanied by a certificate of transfer would Mr. Dimfle, of Baltimore, disfranchised. The inspectors decided that proxies not accompanied by a certificate of transfer would not be accepted; that Springfield bonds would not be permitted to vote, but that all stock actually presented accompanied by blank assignments would be accepted, the possession being accepted as evidence of a transfer. The result was a large majority in favor of Garrett, the New York men being mostly working on proxies. On the election of the Garrett men, Messrs. Whitewright, Scarborough, Iselin and Meir, as directors, the New York men test to the Mew Carmfund a noted arithmed lawrence. York parties, led by Harry Crawford, a noted railroad lawyer, protested against the appointment of inspectors by the old directors, saying that they should have been elected; against the rulings of the inspectors and the Chairman; and, refusing to vote ruings of the inspectors and the Chairman; and, returing to vote any of their stock, organized as soon as the meeting had adjourned, and elected another set of directors, as follows: W. D. F. Manice, W. D. Griswold, O. D. Ashley, Henry Crawford, Fredk. Mead, M. H. Bloodgood, Robert L. Cutting, J. M. Harts horne, Peter O'Donohue. After announcing New York as the office of the new company, this body adjourned to meet there October 16." General L. B. Parsons was elected President of the first board of directors. The second Board did not organize.

Quicksilver Mining.—The case of Geo. S. Kent against the Quicksilver Mining.—The case of Geo. S. Kent against the Quicksilver Mining Company has been decided, on appeal, by the General Term of the Supreme Court. The suit was brought to prevent the company from making its common stock equal to its preferred stock. The company, when in great straits, made the offer to all stockholders, that on payment of \$5 a share their stock should be preferred stock. A large proportion of the stockholders took advantage of this. Others did not. Recently, a resolution was passed by the trustees of the company, to allow the holders of the stockhat did not then become preferred took ethemselves on the same level as the preferred stock. the holders of the stockthat did not then become preferred to place themselves on the same I-vel as the preferred stockholders, by paying \$5 a share and interest. Mr. Kent, though owner of common as well as of preferred stock, brought suit to restrain the carrying out of this resolution. The World report says of the decision: "Judge Van Brunt on the trial gave judgment in his favor, holding that the parties who did not at first secure preferred stock could not afterwards claim the advantages of the risk that was taken by those who on the first call advanced \$5 per share of their stock. The General Term sffirms this judgment, Judge Daniels giving the opinion, but on entirely different grounds, holding that the company had no right to create a preferred stock. 'If that could be done,' says Judge Daniels, 'corporations would be enabled under the sanction of the law to perpetrate the most gross frauds. They could receive the Daniels, 'corporations would be enabled under the sanction of the law to perpetrate the most gross frauds. They could receive the subscribers' money ostensibly and expressly for one thing, and afterwards deprive them of its substantial benefit by converting it into snother and entirely different thing of inconsiderable value. Persons do not subscribe for nor deal in the etock of corporations upon any such understanding. They proceed upon expectation, justified by law, that the shares they buy shall not be destroyed by enjoying others a preference over them, where no porations upon any expectation, justified by law, that the shares they buy shall not be destroyed by giving others a preference over them, where no power of that nature has been created by statute or reserved to be exercised by the corporation itself."

St. Louis Iron Mountain & Southern.—The new suit filed by the Union Trust Company, of New York, against the St. Louis & Iron Mountain Railroad for foreclosure of the morigage and sale of the road, was heard last week before Judge Dillon on the demurrer to the bill. The case was submitted on the argument, and printed briefs are to be presented.

The Commercial Cimes.

COMMERCIAL EPITOME.

FRIDAY NIGHT, October 12, 1877.

Trade is very good and the mercantile situation generally improves, in spite of numerous and important failures and defalcations in all sections of the country. The weather has become favorable to business, and the marketing of crops begins to be felt, from the increased amounts of available funds in the hands of the agricultural community. There is a check to speculation for higher prices in leading staples; but this will rather promote a revival of legitimate business, by discouraging the holding back of agricultural products. n.gaet .ates for money will also exert an influence in the same direction. Still, profits are small and the chief consolation to merchants is in the promise of the not distant future.

Pork has been drooping, and mess closes nominal on the spot, with \$13 85 bid and \$14 asked for both October and January Lard has also declined, and prime western closed at \$9 10 on the spot and October, and \$8 80 for January. Bacon has sold at 810 87c. for city long clear, closing at the inside price. Cut meats are depressed and unsettled. Beef and beef hams are unsettled and nominal. Tallow has declined to 75@74c. for prime. Butter is somewhat unsettled, at an abatement from the highest figure. Cheese ruled steady at 10@13½c. for factories. The following is a comparative summary of aggregate exports of hog products from November 1 to October 6:

	1876-77.	1875-76.	Increase.
Pork, lbs		43,271,600	9,321,800
Lard, lbs		180,139,199	38,501,945
Bacon, &c., lbs	. 427,648,220	367, 30,439	60,817,781
Metal lha	701 020 044	E00 741 000	110 110 010

Kentucky tobacco has continued in fair demand, and the sales for the week are 650 hhds., of which 550 were for export and 100 for the week are 656 hnds., of which 550 were for export and 100 for home consumption. Prices are rather easier: lugs, 3½6½c; leaf, 7,@14c. There has been a pretty free movement of seed leaf, and the sales of the week aggregate 2,291 cases, as follows: 150 cases sundries, 4 to 16c.; 459 cases New England, crop of 1876, 8 to 23c. and private terms; 511 cases Ohio, crop of 1876, 8 to 15c.; 50 cases Wisconsin, crop of 1876, 9c.; and 130 cases Hilinois, crop of 1876, private terms. Spanish tobacco has been quiet, and sales are limited to 250 bales at 80c.@\$1 10.

There have been several declines in Brazil grades of coffee, which brought out a better trade; fair to prime cargoes quoted at

There have been several declines in Brazil grades of coffee, which brought out a better trade; fair to prime cargoes quoted at 18½@20c., gold; stock here in first hands on the 10th inst., 81,247 bags. Mild grades have been quiet and nominally unchanged; late sales of 3,000 mats Java, 2,000 bags Maracaibo and 1,421 bags Laguayra at current quotations. Rice has been fairly called for at firm figures. Molasses continued quiet but firm; Cuba refining 50-test, 35c. Refined sugars at the close were quiet and lower; standard crushed, 10½c. Raw grades have remained steady, with fair sales; fair to good refining Cuba, 8½@8½c. The following will show the supplies, etc., on the 10th inst:

	A 10, 11 1	Hhds.	Boxes.	Bags.	Melado.
ı	Stock Oct. 1, 1877	81,578	23,823	310,050	1,913
١	Receipts since Oct. 1, 1877	2,651	1,463	13,168	
ı	Sales since Oct.1, 1877	15,314	4,597	95,053	
l	Stock Oct. 10, 1877	71,888	20,689	228,165	1,913
1	Stock Oct. 12, 1876	40,969	31,410	85,177	1,202

48. 6d.@4s. 9d.; do. from Philadelphia to Bremen, 4s. 7½d. To-day, business limited, but steady and even firmer rates ruled in some instances. Grain to Liverpool, by steam, 9@9½@9½d,; and by sail, ½½d. for corn; hops to London, by steam, ½d.; grain to Avonmouth, by steam, 9½d.; do. to Antwerp, by sail, 9½d.; do. to Cork for orders, 7s. 1½d. per qr.; refined petroleum to the United Kingdom, 5s. 6d.; do. to Rotterdam, 5s.; naphtha to Liverpool, 5s. 3d.; case oil to Beyrout, 36c. gold.

In rosins a moderate export trade has been done at steady figures; common to good strained, \$1 70@180. Spirits turpentine advanced to 35½c. a day or so ago, but the close was dull and lower at 35@3½c. Petroleum has continued very quiet, but quatations are steady at 8½c. for crude, in bulk, and 15½c. for refined, in bbls. American pig iron remains steady and in better demand; sales 2,000 tons at \$18 50@20 for No. 1, and \$17 50@19 00 for No. 2. In rails there have been sales of 2,000 tons old iron at \$18. In lead 2,000 tons common have sold at 4½@4&c. currency. \$18. In lead 2,000 tons common have sold at 4\(\frac{4}{3}\)e. currency. Ingot copper has sold at 17\(\frac{4}{3}\)e. per lb. Grass seeds have met with a better demand for export, at 8\(\frac{4}{3}\)e. per lb. for clover, and \(\frac{4}{3}\)1 40 per bushel for timothy. Whiskey closed nominal at \(\frac{4}{3}\)1 18\(\frac{4}{3}\).

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COTTON.

FRIDAY, P. M., October 12, 1877.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 12), the total receipts have reached 109,264 bales, against 70,040 bales last week, 48,128 bales the previous week, and 22,345 bales three weeks since, making the total receipts since the 1st of September, 1877, 262,375 bales, against 480,265 bales for the same period of 1876, showing a decrease since Sept. 1, 1877, of 217,330 bales. The details of the receipts for this week (as per telegraph) and for the corresponding weeks of five previous years are as follows:

Receipts this week at-	1877.	1876.	1875.	1874.	1873.	1872.
New Orleans	19,617	32,381	32,073	26,039	19,925	26,481
Mobile	10,301	10,171	10,968	7,661	6,387	9,125
Charleston	19,242	23,265	18,731	21,031	} 13,385	14,148
Port Royal, &c	496	430	816	1,713	10,000	14,140
Savannah	21,714	18,090	27,191	28,798	20,265	23,386
Galveston	19,123	16,907	23,383	10,067	3,280	} 9,860
Indianola, &c	205	1,075	1,000	365	178	3,000
Tennessee, &c	350	2,864	2,453	3,984	1,778	502
Florida	128	342	268	443	236	295
North Carolina	4,629	5,338	4,386	4,194	1,064	2,117
Norfolk	9,061	24,386	15,524	15,846	9,865	11,378
City Point, &c	1,398	755	636	893	2,571	999
Total this week	109,264	136,074	137,429	121,084	78,934	98,291
Total since Sept. 1	262,375	480,205	423,237	372,368	262,405	416,360

The exports for the week ending this evening reach a total of 32,659 bales, of which 24,673 were to Great Britain, 4,386 to France, and 3,600 to rest of the Continent, while the stocks as made up this evening are now 207,747 bales. Below are the stocks and exports for the week, and also for the corresponding week of last season:

	Ex	ported t	0	Total	Same	Sto	ck.
Week ending Oct. 12.	Great Britain.	France	Conti- nent.	this week week. 1876.		1877.	1876.
New Orleans*	10,137	4,015		14,152	6,522	48,402	104,614
Mobile						10,919	20,697
Charleston	2,490			2,490	3,150	30,280	42,615
Savannah			3,300	3,300		36,9:2	55,962
Galvestont						28,718	47,462
New York	8,750	371	300	9,421	12,101	26,266	62,875
Norfolk						4,250	23,994
Other ports;	3,296			3,296	2,319	22,000	22,000
Total this week	24,673	4,386	3,600	32,659	24,092	207,747	380,219
Total since Sept. 1	50,121	4,608	8,940	63,669	107,766		

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 8,567 bales, while the stocks to-night are 172,472 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Oct. 5, the latest mail dates:

Tables out	RECE		EXPORT	red sin	Coast-			
PORTS.	SINCE	SEPT. 1.	Great		Other	· m - 4 - 3	wise	Stock
1100	1877.	1876.	Britain	France	forei'n	Total.	Ports.	
N. Orleans.	20,527	70,797	3,347		178	3,525	15,353	33,649
Mobile	12,806	25,427					6,552	8,710
Charlest'n*	27,361	54,226				****	11,716	17,170
Savannah	43,443	66,510					20,213	24,287
Galveston*.	28,504	62,877					16,402	17,204
New York	727	2,430	19,271	222	5,162	24,655		33,434
Florida	177	1,153					177	
N. Carolina	5,289	11,666					3,916	1,769
Norfolk*	11,399	45,570					9,803	3,504
Other ports	2,873	3,445	2,820			2,830		16,000
Tot. this yr.	153,111		25,418	222	5,340	31,010	84,133	155,724
Tot. last vr.		314 131	60 615	18.389	4.670	83.674	140.237	295,335

*Under the head of Charleston is included Port Hoyal, &c.; under the head of Gabeston is included Indianoia, &c.; under the head of Norfolk is included City Point &c.

ness. For future delivery the excitement and buoyancy of prices early in the week was very great. The chief impulses to the rise were given by the continued small receipts at the ports, acting upon Liverpool and pushing up that market, together with the accounts of frost in the northern belt. Still, the former was the most potent, and the advance for the early deliveries was much greater than for the spring months. Many of the parties who had been operating for a decline, covered their contracts at extreme prices. Liverpool was also active and higher, and the reports from that market contributed to the excitement on our Cotton Exchange. The advices were also stronger from Manchester, Eng., and Fall River, Mass. But the re-action was almost as rapid and even more decided than the advances, beginning on Tuesday and continuing throughout Wednesday and Thursday, under receipts at the ports nearly equal to last year. Every other point was lost sight of. It was idle to speak of the reduced visible supply, and the deficit which receipts already exhibit; and if the advance was most rapid in the early months, the decline was equally sharp in the more remote deliveries. The reports of the Southern Cotton Exchanges for September were generally regarded as overdrawn in their statements of adverse features, and had little effect. To-day, there was a very irregular market for futures, October being higher, and the other early months cheaper, while the more distant deliveries were steady.

other early months cheaper, while the more distant deliveries were steady.

The total sales for forward delivery for the week are 372,000 bales, including — free on board. For immediate delivery the total sales foot up this week 9,445 bales, including 2,312 for export, 7,213 for consumption, 20 for speculation, and — in transit. Of the above, 100 bales were to arrive. The following tables show the official quotations and sales for each day of the past week:

	UPLA	NDS.	ALAB	AMA.	N. ORI	EANS.	TE	XAS.
New Cotton.		Mon. Oct. 8.		Mon. Oct. 8.	Sat. Oct. 6	Mon. Oct. 8.		Mon. Oct. 8.
Ordinary B B. Strict Ordinary. Good Ordinary. Strict Good Ordry. Low Middling. Strict Low Middling Good Middling. Strict Good Middling. Strict Good Middling. Strict Good Middling. Fair.	10 7-18 10 11-16 10% 11 1-16 11 3-16 11 5-16 11 7-16 11% 12 1-16	10% 10% 11 1-15 11% 11% 11% 11% 11% 11 13-16	11 7-16	10% 10% 11 1-16 11% 11% 11% 11% 11%	11 9-16	10% 11 11 3-16 11% 11% 11% 11% 11% 11%	10 3-16 10 9-16 10 13-16 11 3-16 11 5-16 11 7-16 11 9-16 11 9-16 11 3-16 11 3-16 11 3-16	11 3-16 11 36 11 36 11 36 11 36 11 35-16
New Cotton.		Wed. Oct.10.			Tues Oct. 9.			
Ordinary	10% 10% 11 1-16 11% 11% 11% 11% 11 13-16	11% 11% 11% 11% 11 13-16	10% 10% 10% 10% 11 1-16 11% 11% 11% 11% 11 13-16 12%	111% 111% 111%	10 % 11 3-16 11 % 1: % 1: % 11 % 11 % 11 15-16	10% 11 8-16 11% 11% 11% 11% 11% 11 15-16	1236	10% 10% 11 3-16 11% 11% 11% 11% 11% 11% 11% 11% 11%
New Cotton.	Th. Oct.11.	Fri. Oct.12.	Th. Oct.11.	Fri. Oct.12.	Th. Oct.11.	Fri. Oct.12	Th. Oct. 11.	Pri.
Ordinary	10% 10% 11 1-16 11% 11% 11% 11% 11 13-16	10 3-16 10 9-16 10 13-16 11 3-16 11 5-16 11 7-16 11 9-16 11 18 112 3-16 12 13-16	10% 10% 11 1-16 11% 11% 11% 11% 11% 11%	10 9-16 10 13-16 11 11 3-16 11 5-16 11 7-16 11 9-16	11 3-16 11 3-16 11 3-16 11 3-16 11 3-16 11 3-16	11 5-16 11 7-16 11 9-16 11 :1-16	10% 11 3-16 11 % 11 % 11 % 11 %	10 5-16 10 11-16 11 15-16 11 5-16 11 5-16 11 9-16 11 11-16 11 11-16 11 12 5-16 12 15-16

STAINED.

	Sat.	Mon.	Tues	Wed.	Th.	Fri.
	Oct. 6.	Oct. 8.	Oct. 9.	Oct.10.	Oct.11.	Oct. 12.
Good Ordinary	10 5-16	10%	936 10% 10% 11%	9% 10% 10% 11%	10%	9 18-16 10 1-16 10 11-16 11 1-16

MARKET AND SALES.

	Coat Market	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Spot Market Closed.	Ex- port.	con- sump-	Spec- ulat'n	Tran-	Total.	Sales.	Deliv- eries.
Monday Tuesday Wednesday Thursday	Firm Strong, higher Firm, unc a gel. Steady Q ilet, lowe	1,212 640 85 140 135	681 1,079 1,658 1,052 2,249 439	20		1,898 1,079 2,233 1,137 2,409 634	57,400 64,000 63,000 56,800 57,500 68,300	100 400 100
Total		2,212	7,213	20		9,115	372,000	60

For forward delivery, the sales (including —— free on board) have reached during the week 372,000 bales (all middling or on the basis of middling), and the following is a statement of the sales and prices :

*Under the head of Charleston is included Port Hoyal, &c. under the head of Calveston is included Indianoia, &c. under the head of Norfolk is included City Point &c.	For October. bales. cts. 2.0:0,11-23	50011.43	bales. cts	biles. cts. 1.8 011.16 3 35011.17
These mail returns do not correspond precisely with the total of the telegraphic figures, because in preparing them it is always	20011:23	1,200	2,600	4,8 0
Becessary to incorporate every correction made at the ports. We have had an excited, feverish and unsettled market the past week. Cotton on the spot was in reduced supply, the stock	1,900	1,700	2,400	6,600
having run down to 28,000 bales, while the spinning demand was steady and urgent. Consequently, with an advancing tendency at Liverpool there was an advance here of 3-16c. (to 114c.	2,500	69011.57 70011.59	4.600	1,10011°27 70011°28 2,00011°29
for middling uplands) on Monday, and this was subsequently maintained, though the offerings became more liberal, until to- day, when quotations were reduced ic., with a very limited busi-	1,500. 11:38 1,3 ii 11:39 2,600. 1:40 1,400. 11:41 1,200. 11:42	10011.33	1,500	8,00011.31
Tarana Hoto Todacoa goi) ham a rosy similaroa want	2,000	1		

bales. cts. l	bales. cts.	bales. cts.	For April.
3,800 11:35	60011:03	500 11.33	bales. cts.
2,10011:36	1,"0011.01	60011.84	90011.87
5.700 11.37	1,5:0,	40011:35	20011:40
3 300 11 38	2,50011 (6	80011 36	10011.41
30911.33	1,90011.07	200 11.37	20011.42
900	1,90011.08	1,50011.33	10011-44
1.500	70011.09	1,60011.39	40011·45 20011·52
20011.44	:0011 10	1.90011:40 8001:41	90011.53
10011.45	1,30911·11 8,20011 12	500	10011-54
122 200 total Nov.	50011.13	70011.43	1001:56
128,800 10181 1104.	1,1001:14	50011:45	200 11:58
For December.	1,500, 11.15	50011.48	20011.63
400 10.93	1,40011:16	6(0,11-47	. 860
2 200	1.500	10011.48	30011.66
60010.95	2,90011.18	10011:49	40011.71
700 10.96	8,000 1'-19	9.011.50	10011.72
60010-97	2,00011.20	60011.51	20011.74
70010 98	40011.21	80011.55	4,300 total April.
90010-99	500 11.23	60011:59 1001:60	1,300 total April.
2,700	7(011:28 80011:24	100	For May.
100 11.03	900	19.600 total Feb.	20011:52
20011 6	2,73011-26	15,000 total 1 co.	100
80011 07	3,:00 11:27	For March.	10011:57
60011.08	6.800	40011.25	10011.59
1.40011.09	2,100	200	200
3.33011.16	800 11:81	20011-27	10011 65
2,60011.11	560 11.31	10011.38	20011.69
4,7001112	500 1.82	10011.29	1001.75
2,10011.18	1,10011.33	6 611.30	20011.76
4,90011·14 2,20011·15	1.70011·34 4.8001i·35	400	10011.80
1,60011.16	3,20011.36	100	10011.88
30011.17	1,10011.37	20011:35	10011.88
10011.18	6001! 38	10011.37	100
1.900	30011.29	100 11:39	1,700 total May.
5.70011.20	40011:40	1.00011:40	
8.000 11 21	1.00011.11	10011.41	For June.
4,50011.22	80011.42	1 10011.42	40011.59
800 11.23	800 11.41	30011.43	100 11.71
1,50011·24	1 20 000 total (an	800 11.41	10011.74
2,90011 26	70,900 total Jan.	10011.16	10011.75
2,80011.47	For February.	500 11.48	20011.76
2,200	100 1-11	60011.50	1 100 11.77
4.60011*29	300	1 200 11.5	30011.80
4 300 1 1.30	11.18	2.90)	1 500
8,50011.31	30011-14	1,60011.58	
2,70011.3	10011-16	40011.54	20011 9
1,:001.:85	100 11.17	80011.5	20011.92
1,500 11:3	20011.18	50011.58	
93,100 total Dec.	10011.19	500	50011.97
Joseph Lotal Dec.	10011-2	200 11-5	40012.00
For January.	1,40011-2	10011.6	10012-05
200	500 11-29	20011.6	-
4,90011.0	0 1,40011-30	10011-6	
1.000	1 1 500 11.8	1	
100 11.0	2 40011.8	14,100 total March	. 1
	The state of the s	- 1 1	

The following will show the closing market and prices bid for fature delivery, at the several dates named:

	MIDDLI	NG UPLAN	DS-AMER	ICAN CLA	BEIFICATI	ON.	
Market closed	Fri. Higher.	Sat. Higher.	Mon. Firm, higher.	Tues.	Wed. Easy, lower.	Thu-s. Steady, lower.	Fri. Steady lower.
October November December January February March April	11.16 11.13 11.23 11.35 11.49 11.62	11:40 11:24 11:21 11:27 11:49 11:8 11:66	11:64 11:44 11:87 11:44 11:56 11:68 11:80	11:40 11:27 11:17 11:21 11:34 11:46 11:39	11.87 11.17 11.10 11.16 11.25 11.40 11.58	11 28 11 66 11 0: 11 07 11 19 11 32 11 44	1: 39 11:07 11:08 11:08 11:21 11:34 11:47
May	11.60	11.78 11.91 11.40 10.56	11.92 12.04 11.65 10236	11.72 11.81 1.45 102%	11.65 11.79 11.40 10236	11.28 11.89 11.30	11:00 11:75 11:40 103

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The continental stocks are the figures of last Saturday, but the totals for Great Britain and the affoat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Oct. 12), we add the item of exports from the United States, including in it the exports of Friday only:

Stock at Harve.	Stock at Liverpool	1877. 481,000	1876, 658,000	1875. 611.000	1874 645,000	Dallas, Texas.—We had a tremendous rain here last Sunday; it was an unusually severe storm of rain, hail and wind, demol-
Stock at Havre. 170,000 192,750 398,750 156,000 4.000 4.250 12,850 156,000 400 4.250 12,500 150,000 150,000 150,000 150,000 150,000 15,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150,000 150					111,000	ishing many houses. The storm was even more severe north
Shock at Marseilles						and west. Considerable damage was inflicted on the crops, and
Shock at Barcelona	Stock at Havre					picking was interfered with, but is now fully resumed. A great
Stock at Hardson 12,200 10,000 42,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 18,000 17,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000	Stock at Marseilles	8,500	4,000	4,250	12,500	deal of cotton has been lost on the cround. The thermometer
Stock at Bremen	Stock at Barcelona			42,000	58,000	
Stock at Amsterdam. 19,250 16,500 17,000 17,000 17,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18	Stock at Hamburg			15,000	17,000	
Stock at Thetterdam. 10,250 16,500 9,750 22,000 Stock at other continental ports. 9,750 14,250 9,000 24,000 Total continental ports. 352,500 423,750 389,750 423,000 India cotton affort Europe 103,000 185,000 24,000 India cotton affort Europe 103,000 185,000 242,000 India cotton affort Europe 103,000 185,000 243,000 India cotton affort Europe 103,000 185,000 279,000 57,000 63,000 India cotton affort Europe 103,000 185,000 29,000 185,000 63,000 India cotton affort Europe 103,000 185,000 29,000 185,000 29,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 63,000 India cotton affort Europe 103,000 185,000 29,000 19,000 10,000 India cotton affort Europe 103,000 185,000 29,000 19,000 10,000 India cotton affort Europe 103,000 185,000 29,000 185,000 29,000 185,000 29,000 185,000 29,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 1	Stock at Bremen			36,500	36,250	one inch and forty five hundredths.
Stock at Africana. 10.220 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.500 15.	Stock at Amsterdam	29,750	60,750	57,500	88,250	
Total continental ports. 232,500 433,750 89,750 14,250 24,000 243,000 155,000 270,000 170,000 180 with was mostly open in the field. Average thermometer new which was mostly open in the field. Average thermometer strength of the cott which was mostly open in the field. Average thermometer new which was mostly open in the field. Average thermometer has been done to the cott which was mostly open in the field. Average thermometer has been and one to the cott which was mostly open in the field. Average thermometer has been and one to the cott which was mostly open in the field. Average thermometer has been and one to the cott which was mostly open in the field. Average thermometer has been and one to the cott which was mostly open in the field. Average thermometer the surface highest \$5 and lo west \$6. The rainfall has reached one incident which was mostly open in the field. Average thermometer \$4,000 and the low which was mostly open in the field. Average thermometer \$4,000 and the low which was mostly open in the field. Average thermometer \$4,000 and the low which was mostly open in the field. Average thermometer the surface highest \$5 and lowest \$6. The rainfall has been no rainfall has been seven to reach the wenther in the field. Average thermometer the surface highest \$5 and lowest \$6. The rainfall has been no rainfall has been seven to reach \$4,000 and \$4,000	Stock at Rotterdam		16,500	9,750	22,000	
Total European stocks	Stock at Antwerp			7,000	9,000	
Total European stocks. 84.759 1.114,750 1.662,750 221,000 224,000 220,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000 230,000	Stock at other continental ports	9,750	14,250	9,000		
India cotton afloat for Europe	Total continental ports	352,500	423,750	389,750	423,000	highest 85 and lowest 66. The rainfall has reached one inch and
American cotton afloat for Europe			1,114,750	1,062,750	1,179,000	twenty hundredths.
American cotton afloat for Europe 49,000 79,000 36,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,000 43,			185,000			New Orleans, Louisiana There has been no rainfall here
Stock in United States exports = 20,500 27,000 25,000 12,000 15,000 15,000 20,000 12,000 15,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000	American cotton afloat for Europe	48,000	79,000	97,000	63,000	
Stock in United States ports 207,747 300, 9 384,716 250,830 10,000 10,000	Egypt, Brazil, &c., afloat for E'rope	31,000	28,000	36,000		
Stock in U. S. interior ports. 23,863 40,0-3 3,998 40,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,00	Stock in United States ports	207,747	380,2 9	264,716	250,380	
Total visible supply. baies.1,278,380 18,29,552 1,744,564 1,812,486	Stock in U.S. interior ports	23,863	40,0-3	8:,098		some damage done, but the weather is now favorable to planters
Total visible supply. baies.1,278,360 1,829,552 1,744,564 1,812,148	United States exports to-day		2,500	10,000		roads are good, and receipts getting larger. Picking will en
American	Total visible supply baies.	1,278,360	1,829,552	1,744,564	1,812,148	earlier than last year. Average thermometer 64, highest 80 and
Liverpool stock 255,000 272,000 172,000 172,000 183,000 270,000 183,000 270,000 270,000 183,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,000 270,00	Of the above, the totals of Ame	rican and	other descri	ptions are	s follows:	lowest 49. The rainfall has been seventy three hundredths of all
Continental stocks						
Continental stocks	Liverpool stock	235,000	972 000	952 000	175 000	Vicksburg, Mississippi.—We have had rain on one day, the
American afoat to Burope. 48,60 79,00 847,00 820,320 824,765 297,747 880,219 864,716 820,320 840,765 29,320 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000	Continental stocks	265,000				reinfall reaching seventy one hundredths of an inch. The ther
United States stock. 207,747 380,219 380,219 384,716 380,219 32,586 48,765 25,500 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,0	American affoat to Europe	48,000				and the law and the highest being 90 and the lower
United States interfor stocks. 23,863 40,083 32,098 40,763 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 10,000 11,000 10,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000 11,000	United States stock					
Total American	United States interior stocks	23 863			46 769	47. Picking is making fine progress.
East Indian, Brazil. dc.	United States exports to-day	****				Columbus, Mississippi The weather during the week has
Bast Indian, Brazil. &c.	Total American bales	779.610	1.045.802	827.814	799 119	
Lordon stock. 29,000 38,000 62,000 111,000 111,000 111,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110,000 110		110,010	2,020,000	041,011	140,130	
London stock. 28,250 33,00 62,000 111,000 240,000 0ne inch and thirty-eight hundredths. The thermometer ladia afoat for Burope 103,000 28,000 28,000 48,000 20,000 48,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000 20,000	Liverpool stock	249,000	336,000	359,000	470.000	Little Rock, Arkansas.—The week just closed has been dength
Continental stocks 87,500 151,750 217,750 240,000 and a float for Burope 103,000 185,000 242,000 240,000 averaged 63, the highest being 86 and the lowest 45. Complete being 86 and the lowe	London stock	28,250			111,000	ful, excepting on Sunday, when it rained—the rainfall reaching
India afoat for Burope 108,000 185,000 242,000 280,000 260,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000 48,000	Continental stocks					one inch and thirty-eight hundredths. The thermometer has
Total East India, &c., anoat. 31,000 28,000 36,000 48,000 picking is progressing very satisfactorily. Total East India, &c. 498,750 783,750 9:6,750 1,045,802 827,814 728,149 Total American. 7.9,610 1,045,802 827,814 728,149 Total Visible supply. bales 1,278,860 1,829,552 1,744,564 1,812,148 Total Visible supply 1,278,148 To	India afloat for Europe.					averaged 63 the highest being 86 and the lowest 45. Cotto
Total East India, &c. 498,750 783,750 9:6,750 1,045 802 87,814 728,148 Total American. 7.9,610 1,045 802 827,814 728,148 Total Visible supplybales 1,278,860 1,829,552 1,744,564 1,812,148 Total Park India, &c. 498,750 783,750 9:6,750 827,814 728,148 728,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,812,148 1,8	Egypt, Brazil, &c., afloat	31,000				
Total American	Total Rest India &c	409 750	799 750	016 750	1 024 000	Nashmille Tennessee It has rained on two days of the week
Total visible supply bales 1,278,860 1,829,552 1,744,564 1,812,148 mometer has averaged 57, the extremes being 47 and 67. have had frosts this week, but not killing frosts.	Total American	7:9,610				
have had frosts this week, but not killing frosts.			* 990 559			mometer has averaged 57, the extremes being 47 and 67. W
Tamalia Tamanaga Wo horse and any on one day this W						have had frosts this week, but not killing frosts.
Membris. 1 chresses.—we have had rain on one day this w						Memphis, Tennessee.—We have had rain on one day this week the rainfall reaching sixty-eight hundredths of an inch. Picking

of 551,192 bales as compared with the same date of 1876, a decrease of 466,204 bales as compared with the corresponding date of 1875, and a decrease of 533,789 bales as compared with 1874.

AT THE INTERIOR PORTS the movement—that is the receipts and shipments for the week, and stock to-night, and for the corresponding week of 1876—is set out in detail in the following

	Week e	nding Oct. 1	2, 1877.	Week ending Oct. 13, 1878.				
	Receipts.	Shipments.	Stock.	Receipts.	Shipments.	Stock.		
Augusta, Ga	6,853	5,238	2,980	8,663	8,130	6,204		
Columbus, Ga	2,920	2,590	3,298	3,189	2,980	2,655		
Macon, Ga	2,712	2,211	2,716	4,300	4,173	4,000		
Montgomery, Ala	4,499	3,454	5,003	4,306	3,411	5,097		
Selma, Ala	4,257	3,064	8,716	4,899	3,614	5,351		
Memphis, Tenn	7,128	4,629	5,530	16,637	12,260	15,212		
Nashville, Tenn	375	103	620	1,558	823	1,564		
Total, old ports.	28,744	21,289	23,863	43,554	35,391	40,088		
Dallas, Texas	2,534	2,556	1,583	2,500	2,366	2,000		
Jefferson, Tex	761	349	898	745	577	1,068		
Shreveport, La	2,233	3,346	283	2,561	3,186	2.137		
Vicksburg, Miss	3,112	2,471	1,285	5,351	4,088	8,339		
Columbus, Miss	8.9	. 337	1,012	1,082	1,032	1,349		
Eufaula, Als. (est.)	2,840	2,458	1,278	2,930	2,720	1,540		
Griffin, Ga	941	933	324	1,084	995	956		
Atlanta, Ga	3,532	1,834	3,552	6,536	4,155	7,420		
Rome, Ga	905	731	268	1.870	1,632	1,214		
Charlotte, N.C	1,906	1,799	517	2,593	2.081	815		
St. Louis, Mo	5,037	2,909	5,432	6,959	5,362	4,798		
Cincinnati, O	381	496	1,596	5,175		5,561		
Total, new ports	24,994	20,278	18,028	39,336	32,320	32,19		
Total, all	58,738	41 567	41,591	82,940	67,711	72,27		

The above totals show that the old interior stocks have increased during the week 7,455 bales, and are to night 16,230 bales less than at the same period last year. The receipts at the same towns have been 14,810 bales less than the same week last

same towns have been 14,810 bales less than the same week last year.

Weather Reports by Telegraph.—The past week has been almost everywhere very favorable for developing and gathering the crop, except in the northern and northeastern two thirds of Texas, where there was, on Sunday last, an unusually severe storm, accompanied with very high wind, hail and rain beating out much cotton. Elsewhere picking has progressed finely.

Galocaton, Texas.—We have had a shower on one day this week, and on Sunday there was a tornado in all the northern and northeastern two-thirds of the State, prostrating timber, demolishing many buildings and beating out cotton in the field. Much damage has been done, as the bulk of the crop was open and unpicked. The wind was from the northwest and only amounted to a squall on reaching the Gulf. The thermometer has averaged 73, the highest being 82 and the lowest 64. The rainfall is twenty hundredths of an inch. Indianola, Texas.—It has rained (sprinkles) on two cays of the week, the rainfall reaching thirteen hundredths of an inch. The thermometer has ranged from 65 to 86, averaging 75. Picking is progressing finely and will soon be finished.

Uorsicana, Texas.—We had a very hard rain here on Sunday; it was an unusually severe storm. Much damage was done to buildings and crops. Average thermometer 68, highest 86 and lowest 53. The rainfall for the week is one inch and eleven hundredths.

Dallas. Texas.—We had a tremendous rain here last Sunday;

hundredths.

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, 1878. Stock.

6,204 2,655 4,000 5,097 5,351 15,213 1,564

40,088

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is progressing finely, and there is a greater effort being made to save than to market cotton. Average thermometer 59, highest 74 and lowest 43. We had a killing frost last week, which was omitted from the telegram.

Mobile, Alabama.—It has rained severely on one day, but the rest of the week has been pleasant, and picking is making good progress. Average thermometer 63, highest 78 and lowest 52. The rainfall has been fifty-five hundredths of an inch.

Montgomery, Alabama.—It has rained on two days during the earlier portion of the week, but the latter part has been elear and pleasant. Picking is progressing finely. The thermometer has ranged from 48 to 78, averaging 62. The rainfall for the week is nine hundredths of an inch.

Selma, Alabama.—No rain has fallen here the past week, the weather being pleasant and favorable for picking, which is progressing finely.

Madison. Florida.—No rain has fallen the past week. Thermometer—highest, 76; lowest, 62; average, 69. Last week it rained every day, the rainfall amounting to eight inches. The cotton crop will be one-half less than last year. The stormy weather last week injured the crop to a great extent.

Macon, Georgia.—Telegram not received.**

Allanta, Georgia.—It has rained steadily one day of the week, the rainfall reaching eighty-one hundredths of an inch. The thermometer has ranged from 47 to 69, averaging 68.

Columbus, Georgia.—We have had rain on one day this week, the rainfall reaching thirty hundredths of an inch. The thermometer has averaged 66.

Sasanah, Georgia.—Rain has fallen on one day to a depth of ten hundredths of an inch, but the balance of the week has been pleasant, the thermometer averaging 63, and ranging from 52 to 85.

Augusta, Georgia.—We have had light rain on two days this

Augusta, Georgia.—We have had light rain on two days this week, the rainfall aggregating twenty-seven hundredths of an inch; the rest of the week has been pleasant. Accounts are about the same. Picking is progressing finely, and planters are sending their crop to market freely. Thermometer—highest, 78; lowest, 50; average, 62.

Charleston, South Carolina.—During the earlier part of the week we had a rainfall of one hundredth of an inch, but the latter part has been clear and pleasant. The thermometer has averaged 66, the highest being 81 and the lowest 56.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Oct. 11. We give last year's figures (Oct. 12, 1876) for comparison:

	-Oct. 1	1, '77.	-Oct. 12.	'76
	Feet.	Inch.	Feet.	Inch
New Orleans, Below high-water mark	. 14	5	10	3
MemphisAbove low-water mark	. 3	4	-11	6
Nashville Above low-water mark		1	1	5
Shreveport Above low-water mark		2	5	0
Vicksburg Above low-water mark	. Mis	ssing.	21	1

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

COTTON EXCHANGE CROP REPORTS.—Of course, it is impos-sible for us to give in figures an exact representation of the reports of the Cotton Exchanges. The difficulty arises mainly from the division of some of the States into departments, but in part also from the fact that the reports are inconclusive. As an instance, this month, of the latter difficulty, we would mention the Savannah report; in that case the committee say, with good reason however, that at the present stage of development they are unable to give a percentage of decrease. But, as it is necessary to fix on some percentage for Georgia in order that our table may be complete, we arbitrarily take 10 per cent, and any person can lessen or increase that percentage according to his interpretation of the report which we publish in full to-day. That our readers, however, may have before them in each case the authority for the percentages used, we give first the following epitome of the reports of the different exchanges. portions in quotations are taken from the reports; the portions in italics are our own conclusions from the reports:

North Carolina.—(Norfolk Exchange.)—"A few report the yield about the same or perhaps a little better than last year, while a majority of the replies report a decrease in the yield of from 25 to 4) per cent." We have averaged the decrease on the above statement at 25 per cent for the State.

Arkansas.—(New Orleans Exchange.)—"Except in a few sections, where there were heavy rains in the early portion of the month, the weather during September is reported favorable, and in consequence the effect on the plant is cood. The yield compares favorably with last year."

(MENTHIS EXCHANGE.)—"Averages its department at 5 per cent increase on last year."

MEMPHIS EXCHANGE.)—AVERAGE.

On last year."
We average the State at 5 per cent increase.
BRIGOSOR—(NASSULLIE EXCHANGE.)—'19 report better yield than last year, 7 a thir i more, and a double the yield of last year."
(MEMPHIS EXCHANGE.)—We have not received the full report, but the telegraphic summary averages the department at 5 per cent greater, if frost does not intervene.

We average the State at 10 per cent increase.

Adopting the above as the intention of these various reports, the following result is obtained:

	Yield in	Per centage	Yield in
STATES.	1876-77.	inc. and dec.	1877-78.
North Carolina	225,000	25 p. c. dec	168,750
South Carolina	315,000	13 p. c. dec	274,050
Georgia	478,000	10 p. c. dec	430,200
Florida		Same as last yr.	55,000
Alabama	560,000	6 p. c. dec	560,000
Mississippi	639,000	10 p. c. dec	575,100
Louisiana	578,000	25 p. c. dec	433,500
Texas	735,000	25 p. c. dec .	551,250
Arkansas	\$90,000	5 p. c. inc	619,500
Tennesseo	3:0,000	10 p. c. inc	341,000
Total	4.485.000	10 p. c. dec	4 038 350

This gives us a crop, according to the opinion of the Cotton Exchanges, of 4,008,350 bales. We make no account (for the purposes of this compilation) of the changes in acreage from last year, for the reason that the Cotton Exchange reports state the yield of the State, and not the condition of the plant, as will be seen by a reference to them.

COTTON EXCHANGE REPORTS FOR OCTOBER .- The following are the Cotton Exchange reports for October, issued this week:

Norfolk Department.

Norfolk Department.

The Norfolk Cotton Exchange (H. S. Reynolds, Chairman; Asa Biggs, and C. W. Grandy, Committee on Information and Statistics) issues the following report, covering the State of Virginia and the following Counties in North Carolina; Rutherford, Lincoln, Catawba, Rowan, Davidson, Ireelell, Burke, Wilkes, Caldwell, Alexander, Davie, Forsythe, Yadkin, Stokes, Surrey, Rockingham, Caswell, Person, Granville, Warren, Franklin, Nash, Wake, Hyde, Pitt, Green, Cartaret, Craven, Beaufort, Tyrrel, Washington, Martin, Bertie, Chowan, Pasquotank, Camden, Currituck, Gates, Hertford, Northampton and Halifax.

North Carolina and Virginia .- 30 replies from 18 counties.

All the replies report the weather in September as very rainy and stormy to the injury of the plant. Considerable damage has been caused by the recent storms; some from rast and rot; very little, if any, injury caused from worms. Picking has been very much retarded, being from 10 to 12 days behind last year. The yield this year will be on an average about 175 to 200 pounds of lint cotton to the acre. As compared with last year, the yield is con idered by a few to be about the same or perhaps a little bitter, whi'e the majority of the replies report a decrease in the yield of from 25 to 40 per cent.

Charleston Department

covers the State of South Carolina, and is prepared and issued by the Charlesten Cotton Exchange, through their Committee on Information and Statistics, composed of Jas. S. Murdoch, Chairman, Robert D. Mure, J. W. Lewis, L. J. Walker, J. Adger Smyth.

Lewis, L. J. Walker, J. Adger Smyth.

South Carolina.—83 replies from 30 counties.

The weather is reported most of the month wet and stormy, retarding the maturity of the top crop where it had not been destroyed by previous drouth. There has been little or no damage by worms in upland cotton; but rust, rot and storms have injured the crop very seriously, both in quantity and quality-beating out cotton that was open, damaging the staple and making much sandy cotton. Picking is reported as making good progress by 30, who sate that from a quarter to a half of the crop is gathered, and very backward by 57, wet weather interfering. The estimates of the yield vary from 100 to 130 pounds of lint per acre, the average being 150 p unds. Nine report the yield as more than last year, and 74 less from 5 to 50 per cent, the average of the State being 13 per cent below last year.

Sayannah Benartment.

Savannah Department.

This report covers Northern, Middle, and Southwestern Georgia (being all of Georgia, except the 28 counties in charge of the Augusta Cotton Exchange) and the entire State of Florida. The report is prepared and issued by the Savannah Cotton Exchange, through their Committee on Information and Statistics, composed of J. H. Johnston, B. A. Hart, Clavius Phillips, J. J. Wilder and L. G. Young.

Georgia.-93 replies from 55 counties:

Georgia.—93 replies from 55 counties:

In the early part of the month the weather was dry and warm, remainder rainy, with heavy winds for three days—18th, 19th and 20th, in the southwestern portion of the State. The wet season has caused in some sections a new growth, but it is too late for any benefit to be derived therefrom. There has been little or no damage from worms, but the storms have injured the quality, and portions of the cotton open in the fields have been beaten out and destroyed. The principal complaint is from rust, and this is very general. Picking progressed rapidly up to the middle of the month; since then little has been done. All the replies indicate a less yield than last year. In some sections the plant is in no condition to make any more, while in others it is growing well and making every day. On such croos so much depends upon the immediate sea-on that is ahead of us, and the time that a killing frost appears, that no correct or even approximate percentage of decrea e as compared with last year can be given in this report.

Floridla.—25 replies from 13 counties:

Here a corruged the decrease on the above stitement at 25 per cent for the State.

South Carolina.—(Charleston Exchange.)—"Nine report the yield more than last year, and 74 report less from 5 to 50 per ceut, the average of the State being 13 per cent below last year."

Georgia—(Savannah Exchange.)—"All the replies indicate a less yield than last year, and 15 no condition to make any more, while in others it is growing well and making every day. No correct or even approximate percentage of decrease can be given yet."

Florida.—(Savannah Exchange.)—"Will good weather the remainder of the season, the yield of this State will not fall below that of last year."

Ilabama.—(Mosille Exchange.)—"Supland counties report the yield and its percent more."

(Nashville Exchange.)—"Nine report the yield not so good as last year. 7 about the same, and 6 from 15 to 25 per cent more."

(Mashville Exchange.)—"The yield in comparison with last year and 18 prairie or bottom-land counties report the yield are the same as last year."

Ilabama.—(Now Orleans Exchange.)—"The yield in comparison with last year."

Ilabama.—(Now Orleans Exchange.)—"The yield in comparison with last year."

Ilabama.—(Now Orleans Exchange.)—"The yield, as compared with last year, is reported to be at least 25 per cent less."

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Landerdale, Newton, Kemper, Nesholso, Noxubee, Winston, Lowndes, Oktibiba, Colfax, Monroe, Chicasaw, Itawamba, Lee, Pontotee, Prentiss, Alcorn and Tishamingo. The report is prepared and issued by the Mobile Cetton Excharge, through their Committee on Information and Statistics, composed of T. K. Irwin, chalman, Julius Butiner, A. M. Willmarth, J. C. Bush and S. Hass.

Alahama .- 94 letters from 41 counties :

Alabama.—94 letters from 41 counties:

The weather was favorable during the first half of the month, but wet and stormy during the last hilf, causing shedding and rotting of boils, damage to quality, and stimulating a second growth. In 30 counties no percentage of damage is given, and in 21 the average loss is about 16 per cent. Picking has been slow on account of inclement weather. Some counties report fair progress. The yield per acre will average about 350 pounds of seed cot on. The yield is estimated in 28 upland counties at 15 per cent less than last year, and in 13 prairie or bottom land counties at 5 per cent more.

Mississippi.-49 replies from 18 counties.

The weather in September was the same as in Alabama, producing the same effects; damage estimated at about 16 per cent on an average. Picking has been very slow on account of wet, stormy weather. The yield per acre will average about 400 pounds seed cotton. In 16 counties the average yield is estimated at 17 per cent less than last year; in one, Itawamba, at 16 per cent, and in one, Tishamingo, at the same as last year.

New Orleans Department

covers that part of the State of Haississippi not apportioned to the Memphis and Mobile Cotton Exchanges; the entire State of Louisiana and the State of Arkansas, south of the Arkansas River. The report is prepared and issued by the New Orleans Cotton Exchange, through their Committee on Information and Statistics, composed of Harrison Watts, Chairman, L. F. Berje, E. F. Golsan, William A. Gwyn, Edward Morphy, R. C. Cammack, and L. Lacombe.

Louisiana.-62 replies, of the average date of September 30, received from thirty-two parishes:

They report the weather during the past month as universally unfavorable from too much rain, causing the plants to shed its bolls. Damage is reported from storms, rust and rot, and in some parishes from worms. The estimated injury is about 31 per cent. Picking is progressing finely, and the yield, as compared with last year, is reported to be at least 25 per cent least.

Mississippi.—Seventy-seven reports from 31 counties, dated from September 27 to October 4:

Too much rain is generally reported in the early part of September. In the latter part of the month the weather was dry and more favorable to the plants. Considerable damage is reported in a large portion of the State from worms, rust and storms, while in a few sections no damage has been done. Picking is progressing slowly, and the yield, in comparison with last year, will fall short about 10 per cent.

Arkansas.—Thirty six answers from 23 counties, of the average date of September 27:

Except in a few sections where there were heavy rains in the early portion of the month, the weather during September is reported favorable, and in consequence the effect on the plant is good. Many complain of rust, shedding and worms, but the damage from these causes does not appear to exceed 8 per cent. Picking is progressing rapidly, and the yield compares favorably with last very king is progressing rapidly, and the yield compares favorably

Galveston Department

covers the State of Texas, and was prepared and issued by the Galveston Cotton Exchange, through their Committee on Information and Statistics, composed of John Focke, Chairman, J. M. King, H. I. Anderson, Charles Vidor and H. Dreler.

Texas.

The character of the weather and its effects on the crops since September 1 has been favorable in 54 counties and unfavorable in 7. There has been no additional damage to the crop by worms since the last report. Picking is progressing rapidly, showing that one-half of the crop has already been picked. The yield, as compared with last year's, points to a decrease of at least 25 per cent.

Nashville Department

covers Middle Tennessee east of the Tennessee River, and the following Counties of Alabama:—Lauderdale, Franklin, Colbert, Lawrence, Morgan, Limestone, Madison, Marshall, Jackson, DeKalb and Cherokee. The report is prepared and issued by the Nashville Cotton Exchange, through their Committee on Statistics and Information.

Tennessee .-

Of 30 replies from middle Tennessee to the Nashville Department of the Cotton Exchange, 26 report very favorable effect of weather upon cotton, and bolls opening finely; 25 damage by worms, and 3 by rust; 18 report picking progressing slowly and 11 finely; 23 report from 600 to 700 pounds per acre of seed cotton; and 13 report from 400 to 600; 19 report a better yield than last year; 7 a third more, and 4 double the yield of last year.

North Alabama.-

Of 22 replies from North Alabama, 17 report the unfavorable effect of much rain, retarding the opening of the bolls, and 5 report a favorable effect; 10 report no damage, and 12 serious damage by rust; 19 report picking progressing slowly, in consequence of the backward seasou; 16 report from 300 to 500 pounds of seed cotton per acre, and 6 from 500 to 600 pounds; 9 report the yield not so good as last year, 7 about the sam, 6 from 15 to 25 per cent more than last year.

Memphis Department

eovers the State of Tennessee, west of the Tennessee River, and the following counties in Mississippi: Coahoma, Panola, Lafayette, Marshall, De Soto, Tunica, Benton and Tippah, and the State of Arkansas north of the Arkansas River. The report is prepared and issued by the Memphis Cotton Exchange, through their Committee on Information and Statistics, composed of Sam. M. Gates, Chairman; J. T. Fargason, Benj. Babb, Chas. G. Fisher, J. M. Fowlkes, David P. Hadden, A. G. Harris.

West Tennessee. -47 replies.

North Mississippi.-51 replies.

Arkansas. -54 replies.

The majority report unfavorable weather, rains retarding the maturity of the crops. The average damage by worm, rust and rot is 6 per ceut. The average of general picking is September 23. It is estimated that the yield will be 5 per cent greater than last year, it frost does not intervene. The possible damage by frost is estimated as 8 per cent greater than last year. The crop is generally later than usual in ma uring, but will be fully saved. The corn crop is not so good as last year. The prospective increase on the acreage of wheat, rye and grasses is 12 1-3 per cent.

ACTUAL TOTAL YIELD BY STATES AND YIELD PER ACRE FOR A SERIES OF YEARS —We propose to issue early in December a book on cotton which will contain such a collection and analysis of facts with regard to past cultivation and consumption as will, we think, make it invaluable to producers and dealers. Our information on the subject of weather and growth will all be new, and furnish, if not a safe guide, certainly a great help in

making fall estimates of growing crops. We refer to the book new simply for the purpose of giving the following table, which has been prepared for it and which we publish to-day, because we notice some of the Cotton Exchanges are beginning to report the yield per acre, and these figures will, on that account, be-useful to our readers for comparison. The table as we have it extends back to 1869, but we only include here four years, as we have not room for more:

	ON.	Pounds per acre.	194	177	129	165	140	156	204	520	194	188	169
1873-74.	PRODUCTION.	Total Bales.	265,000	350,000	500,000 129	75,000 165	575,000 140	675,000 156	510,000	200,000	420,000	300,000	4,170,000
18		Total Acreage.	000,000	866,000	1,700,000	200,000	1,800,000	1,900,000	1,100,000	1,000,000	950,000	200,000	10,816,000 4,170,000
72	ON.	Pounds per acre.	203	183	122	110	127	129	199	200	185	100	154
1874-75.	PRODUCTION	Total Bales.	273,000	360,000 183	460,000 122	55,000 110	520,000	550,000	520,000	535,000	400,000	160,000	3,833,000
18		Total Acreage.	591,000	866,000	1,650,000	220,000	1,800,000	1,880,000	1,150,000	1,175,000	950,000	200,000	10,982,000 3,833,000
	ON.	Pounds per acre.	185	153	109	1117	143	155	655	234	260	202	-
1875-76.	PRODUCTION.	Total Bales.	260,000	330,000 153	420,000 109	000'09	600,000 143	670,000	650,000	000,069	650,000	339,000	4,669,000
18		Total Acreage.	620,000	950,000	1,700,000	225,000	1,850,000	1,900,000	1,250,000	1,300,000	1,100,000	740,000	4,485,000 171 11,635,000 4,669,000 177
	ON.	Pounds per acre.	163	148	133	109	130	146	500	246	238	184	171
1876-77.	PRODUCTION.	Total Bales.	225,000	315,000	478,000	55,000	260,000	639,000	578,000	735,000	290,000	310,000	4,485,000
18,	<i>L</i> ²	Total Acreage.	607,600	931,000	1,581,000	220,500	1,887,000	1,919,000	1,212,500	1,313,000	1,089,000	740,000	11,500,600
	877.47.58		North Carolina	South Carolina	Georgia	Florida	Alabama	Mississippi	Louisiana	Texas	Arkansas	Tennessee	Total

The foregoing gives the production, both total and per acre, of each State for each year named, with also the actual acreage planted.

BOMBAY SHIPMENTS.—According to our cable despatch received to-day, there have been —— bales shipped from Bombay to Great Britain the past week, and —— bales to the Continent; while the receipts at Bombay during this week have been 2,000 bales. The movement since the 1st of January is as follows. These are the figures of W. Nicol & Co., of Bombay, and are brought down to Thursday. Oct. 11. down to Thursday, Oct. 11:

 Week Total
 Shipments since Jan.1 Great
 Receipts.—This Since Jan.1 Total.
 Receipts.—This Since Jan.1 Total.

 Total.
 876,000
 411.000
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 3,000 -Shipments this week-Great Con-Britain. tinent. Total. 1877.... 1876.... 2,000 1875.... 2.000

From the foregoing it would appear that, compared with last year, there has been a decrease of 12,000 bales in the week's shipments from Bombay to Europe, and that the total movement since January 1 shows a decrease in shipments of 138,000 bales, compared with the corresponding period of 1876.

GUNNY BAGS, BAGGI'G, &c.—For bagging there has been but little doing since our last report, and but few changes are to be noted. The sales are in small parcels for present wants. There are no round lots being taken that we hear of, and the general asking price is still 12@12‡c. as to quality, though we hear that parcels might be had a shade less. Butts have been in moderate request, and we note sales of 1,000 bales, at 3½@3‡c.; and these figures are quoted by dealers at the close, with only a small demand from manufacturers.

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Jan. 1. 1,000,000 1,016,000 1,213,000 with last k's ship-ovement 00 bales,

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THE EXPORTS OF COTTON from New York, this week, show a decrease, as compared with last week, the total reaching 9,421 bales, against 10,212 bales last week. Below we give our usual table showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and direction since Sept. 1, 1877; and in the last column the total for the same period of the previous year:

Exports of Cotton (bales) from New York since Sept. 1, 1877

		WEEK	ENDING		Total	Same
EXPORTED TO	Sept. 19.	Sept. 26.	Oct.	Oct. 10.	date.	prev'us year.
Liverpool Other British Ports	1,104	2,968	9,110	8,750	26,436 1,585	39,491 500
Total to Gt. Britain	1,104	2,968	9,110	8,750	28,021	39,991
Havre Other French ports	91		":::	\$71	293	3,617
Total French	91			871	593	3,61
Bremen and Hanover Hamburg Other ports	:::	::::	1,102	200 100	360 10 0 5,002	1,600 389 900
Total to N. Europe.			1,102	_300	5,462	2,899
Spain, Oporto & Gibraltar & c All others	:::	::::	::::	::::	:::	:::
Total Spain, &c						
Grand Total	1,195	2,968	10,212	9,421	31,076	46,497

The following are the receipts of cotton at New York, Boston, Philadelphia and Baltimore for the past week, and since Sept. 1, '77:

	NEW ?	YORK.	BOS	TON.	PHILAI	ELP'IA	BALTI	MORE.
BECE'TS FROM	This week.	Since Sept. 1.		Since Sept.1.	This week.	Since Sept.1.		Since Sept.1
New Orleans	3,610	16,854						
Texas	1,374	5,418						
Savannah	3,982	18,877	1,560	1,896	1,243	2,217	356	1,818
Mobile	***							
Florida		15						
B'th Carolina	2,000	10,263						801
N'th Carolina.	707	1,543					447	595
Virginia	3,154	5,565	836	1,244			1,197	2,139
North'rn Ports	18	296	1,898	5,681				-,
Tennessee, &c	98	825	90	2,557	162	568		
Foreign	196	1,144						
Total this year	15,139	56,800	4,434	11,378	1,405	2,785	2,000	5,419
Total last year.	25,956	107,399	4,477	11.039	891	2,955	2,598	6,128

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 10,807 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in THE CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

mght of this week.	otal	bales.
NEW YORK-To Liverpool, per steamers Algeria, 891 City of R	ich-	
mond, 901 Egypt, 1,511 Celtic, 1,416 Wisconsin, 1,497		
Kepler, 1,845per ship James Foster, Jr., 683		8,750
To Havre, per steamer Amerique, 371		871
To Bremen, per ship Zouave, 200.	• • • •	200
To Hamburg, per steamer Herder, 100.	••••	100
New Orleans—To Vera Cruz, per schooner Anita, 178		525
Boston-To Liverpool, per steamers Illyrian, 566 Java, 116		682
PHILADELPHIA—To Liverpool, per steamer Sicily, 1		1
COUNTY OF THE PROPERTY OF THE		

The particulars of these shipments, arranged in our usual form,

are as follows :				Ham-	Vera	
vv.	iverpool.	Havre.	Bremen.	burg.	Cruz.	Total.
New York	. 8,750	371	200	100		9,421
New Orleans			• • • •	****	178	178
Baltimore	. 525			****	****	525
Boston.	. 681				****	682
Philadelphia	. 1	****		****		1
Total	9.958	871	200	100	178	10 907

Below we give all news received to date of disasters, &c., to vessels carrying cotton from United States ports:

Additional Crosby Lightship, with the bark Try (Br.), from Newcastle, N.B., and had port bow smashed and rigging and rail on port side carried away. The T. lost jibboom and head gear and is said to be considerably damaged.

Macrocia, str. (1,67 tons), belonging to the Savannah Steamship Company of Savananh, Daggett, from Savannah, Sept. 27, with 929 bales upland cotton, 9 bales Sea Island cotton and general merchandise, for New York, foundered off Cape Hatteras on the 50th. Capt. Daggett, of str. Magnolia, reports: left Savannah at noon Sept. 27 for New York; 28th, took heavy squalls from W.N.W.; 29th, wind N.E. moderate, at 3 P. M. increasing and squally; 30th, 4 A. M., discovered vessel leaking; started pumps, but could not again any; about 5 A. M. the fire-room floor gave way; 8 A. M. the water put out the fires; then started a gang on each edge bailing with buckets, the pumps being choked up, and the water gaining all the time; at 2 P. M. prepared to abandon her, and at 6 P.M. all hands were on board the bark Stralsund (Ger.), Ochberg, from Baltimore to Elisinore, and were transferred to pilot boat E.C. Knight, which arrived at Delaware Breakwater, 10:20 A. M., Oct. 3. When the steamer was abandoned, she had 12 feet of water in hold. The M. was a side-wheel steamer of 1,067 tons, built at New York in 1832, and for some years employed in Messrs. Murray, Ferris & Co.'s line betwen this port and Savannah.

and Savannah.

AGRUERTER, str., (of the Providence & Stonington Line), from New York for Providence, went ashore at Mose's Point, near Rocky Point, Long Island, during a gale night of Oct. 4. The steamer struck at 12 o'clock. Part the rargo was thrown overboard in order to lighten her sufficiently to get her off, but without success. She has a sharp rock beneath her bow and another about amidship. Wrecker's have charge of her. Further examination of the hull by divers indicates that the damage is serious. There are many breaks in her bottom. The wreckers are endeavoring to pump her out.

Cotton freights the past week have been as follows:

_	-Liverpo	01	-Havre		Breme	n	-Hamb	Hrg.
						Sail.	Steam.	Sail.
The state of the	d.	d.	C.	C.	C.	C.	C.	C. C.
Saturday 5-		comp. 34	comp		% comp.	-	1 comp.	-0-
Monday 5-	16.00 - 3	comp. %	comp		% comp.	-	1 comp.	-0-
Tnesday 5-	162- 14	comp. %			% comp.	_	1 comp	-@-
Wedn'day, 5-	1600 - 1				% comp.	-	1 comp.	-@-
Thursday 5-	1600- *	comp. %	comp		% comp.	-	1 comp.	-0-
Friday 5- Market quie	16 @ — X	comp. %	comp	-	% comp.		1 comp.	

LIVERPOOL, October 12—4:30 P.M.—By Cable From LiverPOOL.—Estimated sales of the day were 8,000 bales, of which
1,000 bales were for export and speculation. Of to-day's sales
5,400 bales were American. The weekly movement is given as

	Sept. 21.	Sept. 28.	Oct. 5.	Oct. 12.
Sales of the week bales.	83,000	73,000	77,000	89,000
Forwarded	3,000	11,000	10,000	2,000
Sales American	43,000	45,000	43,000	48,000
of which exporters took	5,000	7,000	5,000	7,000
of which speculators took	14,000	9,000	7,000	14,000
Total stock, actual	690,000	598,000	535,000	484,000
do estimated		633,000	****	
of which American actual	405,000	307,000	270,000	235,000
do do estimated,		359,000	***	
Total import of the week	23,000	24,000	8,000	25,000
of which American	3,000	5,000	5,000	10,000
Actual export	6,000	7,000	5,000	6,000
Amount afloat	96,000	77,000	88,000	93,000
of which American	16,000	14,000	20,000	34,000
The following table will show th	e daily clos	ing prices of	cotton for	the week:

utures.
sees sales are on the basis of Uplands, Low Middling clause, unless other-stated.

wise stated.

Oct. delivery, 6 17-32@9-16d.
Nov. delivery, 6 17-32@9-16d.
Nov. Dec. delivery, 6 17-32@9-16d.
Nov. Dec. delivery, 6 17-32d.
Dec. Jan. delivery, 6 13-32d.
Dec. Jan. delivery, 6 13-32d.
Oct. delivery, 6 19-32d.
Oct. delivery, 6 19-33d.
Jan. Feb. delivery, 6 19-33d.
Jan. Feb. delivery, 6 19-33d.
Dec. Jan. delivery, 6 19-33d.
Dec. Jan. shipm't, new crop, sail, 6 1 delivery, 6 19-16d.
Oct. delivery, 6 19-33d.
Dec. Jan. shipm't, new crop, sail, 6 1 delivery, 6 delivery, 6 1 delivery, 6 de

Oct. delivery, 6 9-16d.
Nov. delivery, 6 9-16d.
Nov. delivery, 6 9-16d.
Nov. Dec. delivery, 6 17-32@6 15-32d.
Nov.-Dec. delivery, 6 18-32@-160
13-32d.
Dec.-Jan. delivery, 6 18-32@-160
13-32d.
Dec.-Jan. delivery, 6 18-32@-160
13-32d.
Oct.-Nov. shipment, sail, 6 13-32 l.
Nov.-Dec. delivery, 6 18-32@-16d.
Nov.-Dec. delivery, 6 18-32@-16d.
Dec.-Jan. delivery, 6 18-32@-16d.

Oct. delivery, 6 9-16d.

Oct. delivery, 6 11-16d.
Nov. delivery, 6 21-32d.
Oct.-Nov. delivery, 6 4d.
Nov.-Dec. delivery, 6 4d.
Nov.-Dec. delivery, 6 4d.
Nov.-Dec. delivery, 6 19-32d.
Oct.-Nov. shipment, new crop, 6 19-32d.
Nov.-Dec. shipment, new crop, 6 19-32d.
Nov.-Dec. shipment, new crop, 6 19-32d.
Nov.-Dec. delivery, 6 19-32d.
Nov.-Dec. delivery, 6 19-32d.
Nov.-Dec. delivery, 6 19-32d.
Oct.-Nov. shipments, new crop, sail, 6 1-32d.
Nov.-Dec. delivery, 6 19-32d.
Nov.-Dec. delivery, 6 19-32d.
Oct. Nov. shipment, new crop, sail, 6 1-32d.
Nov.-Dec. delivery, 6 19-32d.
Oct. delivery, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.
Oct. delivery, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.
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Nov.-Dec. delivery, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.
Nov.-Dec. delivery, 6 11-32d.

Oct.—Nov. delivery, 6 11-16d.
Nov.—Dec. delivery, 6 11-16d.
Nov.—Dec. delivery, 6 11-16d.
Nov.—Dec. delivery, 6 11-16d.
Dec.—Jan. delivery, 6 21-32d.
Jan.—Feb. delivery, 6 9-16d.
Oct.—Nov. shipment, sail, 64d.
Dec.—Jan. delivery, 6 11-32d.
Oct.—Nov. shipment, sail, 64d.
Dec.—Jan. delivery, 6 11-32d.
Oct.—Nov. shipment, sail, 64d.
Oct.—Nov. shipment, sail, 64d.
Oct.—Nov. delivery, 6 11-16d.
Oct.—Nov. shipment, new crop, sail, 6 11-16d.
Oct.—Nov. delivery, 6 11-16d.
Oct.—Nov. shipment, new crop, sail, 6 11-16d.
Oct.—Nov. delivery, 6 11-16d.

Oct.—Nov. delivery, 6 17-32d.

Nov. delivery, 6 9-16d.

Nov. Dec. delivery, 6 9-16d.

Nov. Dec. delivery, 6 19-32@9-16g \(\)d.

Nov. Dec. shipm't, new crop, sail, 6 13-32d.

Oct.—Nov. shipm't, new crop, sail omitted, 6 9-16d.

Oct.—Nov. shipm't, new crop, sail of 13-32d.

Jan.—Feb. shipment, new crop, sail, 6 13-32d.

Jan.—Feb. shipment, new crop, sail, 6 13-32d.

Nov.—Dec. delivery, 6 17-32d.

Jan.—Feb. shipment, new crop, sail, 6 13-32d.

Nov.—Dec. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 3d.

Nov.—Dec. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 16-32d.

Jan.—Feb. delivery, 6 3d.

Nov.—Dec. delivery, 6 15-32d.

Jan.—Feb. delivery, 6 3d.

Nov.—Dec. delivery, 6 3d.

Nov.—Dec. delivery, 6 3d.

Oct.—Nov. shipment, new crop, sail, 6 13-32d.

THURSDAT.

Nov. delivery, 63/61-32d.

Nov. delivery, 613-320/3/611-32d.

Dec. Jan. delivery, 63/401-32d.

Dec. Jan. delivery, 63-166011-32d.

Dec. Jan. delivery, 63-166011-32d.

Nov. Dec. shipment, new crop, sail, 611-320/5-16d.

Nov. Dec. delivery, 63-16d.

BREADSTUFFS.

FRIDAY, P. M., Oct. 12, 1877.

The flour market 'opened the week stronger, with a better and general demand, and part of the decline noted in our last was recovered. The improvement was, however, due more to the higher markets for wheat, and the consequent making up of prices by holders, than from any urgency of demand or deficiency

in supplies. Production is very large all over the country, but the poorer qualities are not over plenty. Rye flour and corn meal have latterly been dull. To-day, the market was quiet; in some cases prices were cheaper.

The wheat market opened buoyant and there was a partial "corner" on prompt deliveries: No. 2 red winter advanced to \$1 53 and No. 2 Milwaukee to \$1 39, with much excitement, but a decline soon set in, and yesterday No. 2 red winter sold at \$1 45 and No. 2 Milwaukee at \$1 37. The speculation for future delivery has been comparatively slow. Receipts at the Western markets continue excessively large, and supplies begin to accumulate on the seaboard. To-day, there was no essential change; sales of No. 2 red at \$1 474 for October, and No. 2 spring at \$1 33 @1 334 for November.

Indian corn has been more firmly held, but an advance early in the week was not fully supported. The demand has been but moderate, and especially is home consumption reduced by the relative cheapness of oats; but receipts at the West are much smaller than last year, and sales for the future are at or above spot prices. To-day, the market was steadier at 59½@59½c. for prime mixed on the spot and 60½@60½c. for November.

Rye has declined, and No. 2 Western sold yesterday at 70c., and to-day prime State sold at 78c. Barley has been more active, there being notably large sales of No. 2 Canada West at 87c., and to-day No. 1 Canada sold at 95c. Oats have been moderately active at about steady prices, No. 2 closing at 34½c. for mixed and 37c. for white.

The following are the closing quotations:

FLOUR.				-	GRAIN.			
No. 2 bbl.	3	25@	4	50	WheatNo.3 spring, bush \$1	27 0	1	32
Superfine State & West-						250		
ern	5	10@	5	60	No. 1 spring 1	393	6	41
Zxtra State, &c	5	802	6	10	Red Winter 1	402		
Western Spring Wheat		-			Amber do 1	40.0	1	50
extras	5	2008	6	50	White 1	47.0	1	1 75
do XX and XXX	6	25 G	7	75	Corn-West'n mixed, new	183		60
do winter X and XX	6	102	7	75	Yellow Western,	58@	1	60
do Minnesota patents	7	250	9	25	Southern, yellow	@		
City shipping extras	5	850	6	65	Rye	68 4	1	79
City trade and family					Oats-Mixed	320		36
brands	7	2 000	7	75	White	350		48
Southern bakers' and fa-					Barley-Canada West	85 a		95
mily prands	6	857	8	00	State, 2-rowed	703	1	73
Southern shipp'g extras	5	253	6	75	State, 4-rowed	78.0	1	8.
Rye flour, superfine		250			Barley Malt-State	653		85
Cornmeal-Western, &c.	5	70.0	3	10	Canadian 1	000	1	1 15
Corn meal-Br'wine, &c.	. 3	350	3	40	Peas-Canada, bond&free	25 3	1	10

The movement in breadstuffs at this market has been as follows:

ZUWB.								
	BECEIP'	TE AT NEW	YORK	-EXT	ORTS PROI	NEW Y	ORK	
•	1877		Same			1876		
	For the	Since	time	For the	Since	For th	e Since	
	week.	Jan. 1.	1876.	week.		week	. Jan. 1.	
Flour, bbls.	90,213	2,251,165		45,616		32,570	1,484,505	
C. mesi. "	3,410	179,257		4,028	169,903	2,093	134,914	
Wheat, bus.	1,051,070	10,071,163	19,531,764		10,397,631	285,065	19,635,668	
Corn. " .	646,708		19,558,212	801,379	19,931,141	610,469	13,787,144	
Rye, " .	77,664			129,243	1,632,309		784,121	
Barley. " .	326,420		2,826,576		803,166		9,185	
Oats "	474,567	8,360,759	9,082,423	2,711	152,935	1.623	459,618	

The following tables show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING OCT. 6, 1877, AND FROM JAN. 1 TO OCTOBER 6.

	Flour,	Wheat, bush.	Corn, bush.	Oets, bush.	Barley, bush.	Rye,
At-	(196 lbs.) (60 lbs.)		(32 lbs.)	(48 lbs.)	
Chicago	44,035	1,279,430	1,144,344	520,349	266,952	64,287
Milwaukee	58,177	1,478,164	31,550	56,870	173,220	14,920
Toledo	1,570	277,352	235,506	48,224		3,523
Detroit	12,877	287,432	1,397	25,577	2,775	
Cleveland,	1,568		10,150	33,450	1,200	400
St. Louis	33,950		203,773	144,767	59,540	. 7,955
Peoria	2,010	16,000	105,400	161,700	25,700	16,400
Total		3,526,637	1,732,720		529,287	107,435
Previous week		3,582,596				122,906
Corresp'ng week,'76.	130,566	2,218,017				123,838
175	127,284	2,828,788	784,922	954,807	637,667	71,358
Tot. Jan.1 to Oct. 6						
Bame time 1876	3,522,303	87,133,678	62,853,139	19,092,698	4,418,003	1,649,304
Bame time 1875	3,390,399	45,807,563	38,567,754	18,033,725	2,990,714	2,178,898
Bame time 1874	4,500,060	60,806,676	49,000,155	21,468,328	3,618,066	1,150,800
		ND GRA				
RIVER POR	rs for	THE W	EEK END	ED OCT.	6, 1877	
	FR1	TETT	Cl	0-4-	D . 1	-

	Flour,	Wheat,	Corn, bush.	Oats, bush.	Barley,	Rye.
Oct. 6, 1877	165,029	3,569,950	1,417,196	845,934	228,848	85,439
Sept. 29, 1877	164,997	2,259,285	1,638,953	848,693	291,515	59,395
Cor. week '76	159,518	1,551,249	2,452,683	394,891	176,659	81,820
Cor. week '75	145,620	1,999,384	1.69,884	866,062	188,189	69,739
Cor. week '74	119,967	2.704,792	945,930	587,415	141,158	17,976
Cor. week '78	147,628	2,599,162	1,838,781	622,9:0	318,650	63,67
Cor. week '72	158,963	1,919,004	1,445,924	725,001	464,151	33,67
						_

RECRIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE WEEK ENDED OCT. 6, 1877.

	**	33212332		~		
At-	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush,	Bariey,	Rye
New York	92,918	965,703	739,118	340,510	267,510	81,92
Boston	61.734	120,400	81,468	197,665	30,000	
Portland Kentreal Philadelphia Baltimore New Orleans	1,550 \$3,948 50,220 18,722 4,548	783,115 689,700 3£0,200 2,806	5,500 90,909 653,800 161,409 8,682	1,200 1,704 164,900 18,000 16,856	3,680	20,34
Total	263,635	2,911,924	1,740,777	740,335	301,190	104,27
Previous week	223,511	2,951,780	1,893,292	743,169	142,206	92,10
Cor. week '76	257,510	1,075,090	2,0:0,658	656,414	218,473	67,565

THE VISIBLE SUPPLY OF GRAIN, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit on the Lakes, the New York canals and by rail, Oct. 6, 1877, was as follows:

	bush.	bush.	bush.	Barley	
In store at New York	288,698	2,9:5,828	881,326	bush.	onen.
In store at Albany	2,200	22,000	22,000	69,046	28,536
In store at Buffalo	595,095	782,363	224,574	59,000	54,100
In store at Chicago	730,235	1,278 5:0	359,117	51,653	38,241
In store at Milwaukee	389,593	55,842	55,966	597,104	104,353
In store at Duluth*	55,000			234,789	29,123
In store at Toledo	327,000	651,000	149,000	****	****
In store at Detroit	347,915		107,032	1.662	****
Instore at Oswego*	150,000		22,000	75,000	887
In store at St. Louis	133,356	174,411	89,357	100,195	15,000
In store at Boston	80,926	187,872	258,542	20,486	12,788
In store at Toronto	205,479	2,060	10,360	109,943	2.170
In store at Montreal	223,037	278,520	59,632	4,048	424
In store at Philadelphia	110,000	500,000			
In store at Peoria	2,361	97,635	130,184	11,063	63,077
In store at Indianapolis	13,584	94,008	21,325	,000	12,179
In store at Kausas City	91,361	112,493	11,397	2.788	16,477
In store at Baltimore	331,397	607,165		-,,,,,	
Rail shipments, week	157.178	162,503	396,369	158,648	9,811
Lake do wee	4,366,196	1,925,337	678, 120	138,741	97,497
Afloat in New York canals	1,640,157	1,869,554	576,442	433,465	149,814
Total	10,150,758	11,362,539	4,882,663	2,114,639	624,539
Sept. 23, 1877	8,458,949	11,238,348	8,802,958	1,489,853	579,410
Sept. 22, 1877	7,502,1-3	10.853,172	3,369,986	993,851	597,695
Sept. 15, 1877	6.312,205	11,084,248	2,680,931	744,635	386,006
Oct. 7, 1876	9,335,655	9,707,959	2,810,047	1,970,561	711,823

* Estimated.

THE DRY GOODS TRADE.

FRIDAY, P. M., Oct 12, 1877.

The market has presented few features of special interest the past week, and business continued light with the package houses in nearly all departments. There was, however, a steady hand-to-mouth demand for seasonable goods, and personal selections, coupled with orders from the interior, were so frequent, that a fair aggregate distribution was effected. The local jobbing trade was rather quiet, and reports from the Southwest and West were less favorable, owing to the continuance of warm weather, which has to some extent checked the consumptive demand for fall and winter goods. Values of both domestic and foreign goods were fairly maintained, and the print cloth market had a firmer undertone because of a slight advance in the staple. Collections are reported satisfactory in nearly all parts of the country, but there were disquieting rumors from San Francisco, where the failure of a large clothing house was reported.

DOMESTIC COTTON GOODS .- The exports of cotton goods from this port, for the week ending October 9, were unusually light, amounting to only 325 packages, of which 113 packages were shipped to Mexico, 102 to Venezuela, 38 to British West Indies, &c. Large quantities of drills, &c., are, however, ready for shipment to China, and the exports of the next few weeks will be on a much more liberal scale than lately reported. Prices of cotton goods ruled steady, with the exception of bleached shirtings, which, being in excessive supply, were weak in some cases. Four-yard brown sheetings are closely sold up and firm, but heavy standard sheetings were only in limited request. Lowgrade cotton flannels were fairly active, and there was a steady hand-to-mouth demand for colored cottons. Prints continued dall in first hands, but were jobbed in fair quantities. Print cloths were in moderate demand at a slight advance upon last week's quotations. Extra 64x64 spot cloths closed at 3 11-16c., cash, and that price was offered, and in some cases declined, for contracts to January. Ginghams and cotton dress goods were in steady request and firm.

Domestic Woolen Goods.—Men's-wear woolens were in light demand by the clothing trade, and cloth and dry goods jobbers paused in their operations, because of the continued warm weather that prevailed. Low-grade cotton warp and all-wool cassimeres and suitings were in moderate request and steady, but the finer qualities moved slowly, and some disposition was manifested to shade prices on large lots. Faced beavers continued quiet, but Elysians and fancy overcoatings were distributed to a fair amount by means of sales and deliveries on account of orders on hand. Worsted coatings were less generally active, but leading makes are closely sold up to receipts. Fancy repellents were fairly active, but plain makes ruled quiet, and there was little animation in Kentucky jeans or satinets. Flannels were taken in small parcels to a moderate amount, but blankets moved slowly, and dress goods were less active.

FOREIGN DRY GOODS.—There was a sluggish movement in nearly all descriptions of foreign goods from importers' hands, and the jobbing trade was quiet. Silks moved slowly, and there was little snimation in dress goods. but prices were well sup-

FOREIGN DRY GOODS.—There was a sluggish movement in nearly all descriptions of foreign goods from importers' hands, and the jobbing trade was quiet. Silks moved slowly, and there was little animation in dress goods, but prices were well subtained. Linen goods remained quiet and white goods were dul, but Hamburg embroideries continued in steady request. Men's wear woolens were in strictly moderate demand, and Italian cloths were inactive. Millinery silks, velvets and ribbons were in fair request at first hands, and found ready buyers when offered at auction. Hosiery and gloves were in light request.

60,949 97,181 76,487 23,655

1,163 \$357,204 8,649 828,785

OL XXV.

he stocks in at lake and York canals

Barley, Bye, bush. 69,046 28,535 38,941 597,104 104,353 29,323 1,662 75,000 100,195 20,486 109,943 4,048 11,063 63,077 2,788 16,477

2,114,639 624,599 1,485,853 579,440 998,851 597,698 744,635 526,006 ,970,262 711,822 Oct 12, 1877. interest the

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Oct. 11, 1877, and for the corresponding weeks of 1876 and SETERED FOR CONSUMPTION FOR THE WEEK ENDING OCT. 11, 1877. | 1875 | 1875 | 1875 | 1875 | 1875 | 1875 | 1875 | 1875 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | 1876 | Pkgs. Value.
969 \$830,690
686 177,483
502 425,912
669 140,789
565 120,313 Pkgs: Value, Pkgs: Value, 553 \$189,053 515 140,849 478 243,126 1,723 161,673 575 94,084 WITHDRAWN PRON WARRENOUSE AND THROWN INTO THE MARKET DURING THE \$241,893 64,636 171,881 103,837 29,142 429 168 68 278 278 \$170,765 46,876 53,114 54,589 27,972 Total ... 1,795 3611,395 Add ent'd for consumpt'n 3,939 1,489,630 \$353,316 1,189,185 1,215 3,291 1,395 3,619 828,785 Fetal thrown upon m'k't. 5,754 \$2,051,015 4,506 \$1,542,502 5,044 \$1,250,144 AME PERIOD 258 148 58 569 35 384 185 89 317 183 \$111,715 55,829 99,803 84,339 12,584 \$131,132 46,935 93,789 59,566 25,731 Total 1,351 3477,403 446 ent'd for consumpt'n 3,959 1,439,620

Importations of Bry Goods.

Total entered at the port. 5,810 \$1,917.028 4,889 \$1,553,256 Imports of Leading Articles.

1,098 \$364,070 3,291 1,189,186

4,812 \$1,185,989 The following table, compiled from Custom House returns, shows the foreign imports of leading articles at this port since January 1, 1877, and for the same period in 1876:

[The quantity is given in packages when not otherwise specified.]

	1	_	_		tothery	Vise sne	nois.	.4 .	
	Since	Sa	me	1		I	CILL	•a.j	_
	Jan. 1,"	17 time	1876			Sin	ce	San	20
Ohio Oi			- 1			Jan.	,'77	time 1	27
China, Glass an	d	14.4	-			1		-	011
Barthenware-	-		- 1	Metals, &c					_
China	- 11,41	0	and			1 -	1		
			,216	Hardware Lead nice		3,	071	3.	150
			214	Lead, pig		1	583		887
			571	Spelter, I	he	99,	926	65,	149
			831	Steel.		763,	206	821,0	164
			845	Tin, boxe		38,	529	42,0	92
			244	Tin slabs	lha	803,	151	703,5	17
	19,430		119	aper Stock	108	8, 428, 6	669	6,738,8	10
	1,423,303		098	ngar, hhds	******	151,1	05	112,8	10
	3,873	-,000,	156	bbls	CB. de		- 1	-10,0	30
	0,0,0	2,5	62 8	ngar, bxs d		482,2	84	524.09	14
Bark, Peruvian	12,894	***	I	eaobacco	bags.	2,318,2	10 1	579,68	13
	21,931	26,5	17 T	obacco		665,77	73	730,83	- 1
	2,950	21, 2	45 N	Asto		46,2	14	42,49	:1
	-,000	4,0	59 N	aste.		71	01	48	
	50,373	38	50	Champan			1	40	"
	3,901	28,63	138	Wines	. tao,	65,24	:1	75,73	. 1
	3,990	4,01	8 W	Wines. ool, bales.		103,82	2	100,534	: 1
Madder	1,086	2,69	8 41	ticles repor	:	29,60	11	35,750	1
Oil, Olive	33, 264	1,03	2 1	value_	ted by		1	30,130	1
		31,90	1 Ci	7878	1	. \$	1		
Sods, bi-carb.	18,757	97	Co	rks.	*****	945,220	1 1 1	02,190	1.
	50,715	23, 294	Fa	DCV good-	*****	51,985	1	35,322	1 5
Boda ash		40,279	Fis	h goods.		673,826	0	2,527	1 3
Plax	4, 222	43, 422	F-1	h		309,265		24,102	1.
Ganny cloth		3,339	L	emone			0.	64,103	ΙI
Ganny cloth	4,935	4,770	0	emons		858,667	00	108,50	11
Hair.	2,344	1,277	N	200,	11	202,332	1 30	6,578	
Hemp, bales		2,192	R	aining		637,019	54	3,091	- 1
Hides, &c-	101,009	103, 595	Hid	es, undress	1	734,794	94	4,130	-
Bristles	1.345	. 1	Rice	andt cas	ed 9,	77,304	5.80	1,917	- 1
Hides, dressed.	4.895	1,253	Spic	es, &c	3	149,735	150	9,816	-
India rubber	44 000	3,576	Ca	9010	. 1		10	,010	1
Jewelry &c		32,S02	Gi	8818		80,105	10	2,736	1
Jewelry, &c	568	1,831	Pe	DDON	1	05,128	116	,320	1
	0 100	- 11	Saltr	pper	4	19,169	210	,809	1
Watches	2,188	2,175	Woo	etre	3	12,199	129	,227	ŧ
Linseed 2	20 0mai	449	Con	·k		-	100	,221	1
Molasses 2	00 0001	39,697	Fne	k	35	6,973	830,	***	12
	83,878	3,288	Loo	tic	2	5,364	51	674	17
			Ma	wood	46	8,818	534,		1 3
Page	Int.			logany	3	9,641	37,	194	6
mi.	ipts or	Dom					01,	144	-

Receipts of Domestic Produce.

The receipts of domestic produce since January 1, 1877, and for the same time in 1876, have been as follows:

Ashes	Since Jan. 1,'77	Same time 1876		Since	Same
Ashespkgs.	5,654	4,610	Pitch	Jan. 1,'77	time 187
Flourbbls.	2,281,165			3,186 248,240	
Wheat bush.	27 232 103	19,531,764	Pean ita Dolls.	15,068	
Oats	8,360,759	19,858,2191	Provisions bags.	80,139	7,746 46,460
Barley& malt "	1,276,974	9,052,423		986,824	
	8,108,428	2,026,575	Cat	1,769,129	964,243
Peas bbls.	107,8c0 59,660	94,718		761.382	1,636,401 387,851
Corn meet . Dush.	217,562	71,403 832,664	Pork	395,498 140,935	453,781
Cottonbales.	179, 257	144,927	Lond "	29,590	125,633
lides	430,890 5,964	557,065		311,498	71,807 260,367
lops bales.	2,697,193 9	2,399 3,003,138	Rice pkgs.	82,150 27,427	16,299
eather sides.	20,130	47.689	toont	279,835	29,875
oleges hhds.	456			15,374	284,908 18,235
aval Stores_	68,692	40,128 T	ugarhhds.	12,626	423
	2,758	1 T	obeer Pkgs.	53,914	8,784
Rosin "	64,556	2 930 70	ch	165,733	47,959 176,007
Tar		305 070 i vo	and Db 8.1	110,118	106,014
	19,975	15,555 D	ool bales. ressed hogs. No.	85,483	104,156 62, 91
	Y-0.		Hogs No.	61,203	85,543

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York to all the principal foreign countries, since Jan. 1, 1877, the totals for the last week, and also the totals since Jan. 1, 1877, the and 1876. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

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-	0	Other 8.	All	400	Tota	_	Total a	Rinca	
O CO	4	rican.	d	1	this	_	January	1	
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	9,358		290			41	586		20.50
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	4,158		900	N		77	290		4 180
	989,028	730	19.736	911	2,119	83.870	.870	9	44.997
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GENERAL CES CURVENT

PRICES CURRENT	E
ASHES- Pot, first scrt	
BUILDING MATERIALS-	
## # # # # # # # # # # # # # # # # # #	1
Lime-Rockland, common bbb. 80 6 Rockland, finishing 6 1 15	
Lumber—Pine,g'd to ex.dry. W M it. 45 00 @ 70 00 Pine, shipping, box	
do tally boards, com.to g'd, each. 25 & 33 Oak. 4 M. 1t. 37 OG & 40 00 Ash, goo 1. 35 00 & 38 00 Black walnut. 50 00 & 100 00	
Spruce boards & planks, each 22 @ 28 Hemlock boards, each 16 @ 18	
Maple	
Sdfine. 6 4 75 Cutspikes, all sizes. 6 2 75 Faintz-Ld., wh. Am., pure, in oil \$\P\$ \$ 9 6 Lead, wh., Amer., pure dry. 7\cdot 2 8	
Lead, wa., Amer., pure dry 732 8 Zinc, wh., Amer. dry, No. 1 6 2 7	1
8d fine. 6 4 75 Cutspikes, alisizes. 6 2 75 faints-Ld., wh.Am.pure, in oil \$\Phi\$ 9 2 75 Lead, wn., Amer., pure dry. 732 8 Zinc, wh., Amer., No. 1., in oil 9 2 Faris white. E.g., gold. \$100 165 2 BUTTER-New-(Wholesaie Prices)-	
BUTTER-New-(Wholesaie Prices) Dairies, pails, g° to p'me State \(\mathbf{v} \) a. 25 \(\mathbf{a} \) 28 West'n fact'y, tubs, g° to or hoe 14 \(\mathbf{a} \) 13 H fark, tubs, State, or to p'nine 20 \(\mathbf{g} \) 23 Welsh tubs, State, com. to p'nine 20 \(\mathbf{g} \) 23	I
State factory, fair to choice Pb 10 @ 13 Western factory, good to prime 11 @ 11% COAL-	
Liverpool gar cannel 10 00@ 11 00 Liverpool house cannel 13 00@ 14 00 ANTHRACITE—	1
Penn. D.L.&W. D.&H. P. &R. L. & W.	
Ethn h #2 95	
Grate 3 25 3 25@3 40 Egg 3 35 3 25@3 40 Stove 3 45 3 5(@3 65 Ch'nut 3 35 3 0.@3 15	
Rio, ord, car, 60 and 90 days, gld, wh 16 2 16k	
do fair, dogold@ 18% do good, dogold@ 13% do prime, dogold@ 20% 20% 20% 20% 20% 20% 20% 20% 20% 20%	1
Native Ceylongold " 1542 21	
Marica	1
8t. Domingo	
COPPER-	
Bolts	١,
COTTON—See special report.	
COTTON—See special report. DBUGS & DYRS— Argols, crude gold 18 9 22 Argols, crude gold 18 9 22 Argols, refined 18 9 22 Argols, refined 9 10 10 10 10 10 10 10 10 10 10 10 10 10	1
Argols, refined	١.
Bichro. potash# b cur. 12 @ 12% Bleaching powder# 100 b. " 140 @ 145 Brimstone.crude.per tongold 24 00 @ 2:50	1
Brimstone, Am. roll* D. cur. 3 6 Camphor refined	l
Caustic soda	
Cochineal, Mexican	1
	-
Ginseng cur. 1 15 6 1 30 Glycerine, American pure 20 21 Jalap 24 25 Licorice paste, Calabria 40	1.
Licorice paste, Calabria	1
Madder, Dutch	1
Oil vitriol (66 Brimstone) 200 @ 250 Opium, Turkey (in bond), gold. 400 2 4124	1
Prussiate potash, yellow, Am. cur. 22 @ 24 Quicksilver	
Quicksliver	ı
Bods ash	1
	ľ
Mackerel, No. 1, M. shorepr.bbl. 20 00 @ 22 00 Mackerel, No. 1, Bay	1
FIRST— Grid Bk. & George's (new) cod. F gtl. 4 75 & 6 00 Mackerel, No. 1, 44, shore	1
NOTER KIVEL, PRINCE	1
do Loose Muscatel, new 1 85 @ 1 90	ı
do London layers G G G G G G G G G	
do French Nominal	
Da'es	1
Sardines, # helf box	1
Da'es	-
do State, sliced	1
Domestic Dried Dome	
Rasposition	-
Whortleberries 8 6 10	

ALE CHIOMI	ULL	<u> </u>
GUNNIES See report under Cotton.		1000
North River shipping \$ 100 b	55 @	60
American dressed	75 00 62	15 00
American dressed	75 00 @2 80 00 @1 95 90 @2 70 00 @2	85 00 10 00 75 00
Manila	1 0	514 514
Jute	4 6	5%
Dry-Buenos Ayres, selected. # b zold	23 0	21 2814
Bio Grande. do	22 6	****
California do	22 6	19
Dry Salted-Mara'bo.as they run "	18 6	14
Matamoras do cur. Savanilla, do gold Wet Salted—Buen, Ay, selected	15 @ 13 @ 10%@	17 14 11%
California do "	8 &	10%
Texas, do cur. L. I. stock—Cal. kips, slaught. gold Calcutta kips, dead green Calcutts, buffalo	10 6	12
Calcutta kips. dead green "Calcutts, buffalo"	11 0	113
HORE	5 @	13
Crop of 1877	4 @	4
INDIA RUBBER— Para, coarse to fine Esmaralda, pressed, strip. Gusyaquii, pressed, strip. Pansma strip. Carlhagens, pressed. Nicargus, sheet. Nicargus, serap. Michar, sheet. Honduras, sheet.	33 @ 43 @	52
Gusyaquil, pressed, strip	43 @ 88 @ 87×@	39
Carthagena, pressed	12×@	37
Nicaragua, scrap	35 @	••••
	40 @	41
Pig, American, No.1	19 50 @ 17 00 @	2) 00 19 00 18 00
Pig, Scotca	24 (0 @	26 KB
Bar, Swedes, ordinary sizes. ** ton. 1 Scroll. ** lb. Hoop, %x.No.22 to 1&: %x.13&14 Sheet, Hussia	30 00 @1	ices, 32 50
Hoop, %x.No.22 to 1&! %x.13&!4 Sheet, Russia	5 @ 10%@ 3%@	2 8-10
Hoop, %x.No.22 to 1&1%x.18&14 " Sheet, kussis	3×3 33 00 6	a8 co
LEAD-	5 W @	47 00
Ordinary foreign \$ 100 lbs, gold Domestic, common	6 62 34 70 4 25 00	6 75 4 87%
Direct	@	8
LEATHER— Hemlock, Buen, A'res, h., m.&l.#b. California, h., m. & l common hide, h., m. &l	22143	25
common bide, h., m. &l	22 3 G 22 3 G 26 G	24 24 29
Slaughter crop.	30 A	32 31
rexas, crop	80 a	82
MOLASSES— Cuba, clayed	87 3	38
Barbadoes	43 @	48
Porto Rico	38 @ 40 @	46 60
N. O., com, to i-rime	41 @	53
NAVAL STORES— Tar, Washington * bbl. Tar, Wilmington * 'P' Pitch, city * '"	2 25 2 2 37 14 4 2 25 6	2 50 2 50
Pitch, city	25 6	1 80
Rosin, strained to good strd. bbi.	2 12% 3	2 973
Tar, Washington	2 50 & 4 50 @	2 00 4 (0 5 00
NUTS- Almonds, Jordan shelled 10 lb.	30 a	35
Filberts, Sicily	11 @	114
Walnuts, Naples	12 @ 5 @	12%
OAKUM-Navy,U.S. Navy & best # b.	873	10%
OIL CAKE— City, thin oblong, bags, gold, \$\varphi\$ ton. Western, thin oblong (Dom.) cur "OILS—	85 (0 @	
OILS-	33 00 6	
Cotton seed, crude	1 15 @	1 20 60
Menhaden, crude Sound	42 @	45
Whale, bleached winter " Whale, crude Northern "	65 6 67 6 60 6	62
Oll.5— Cotton seed, crude	1 10 6	1 12 1 40 65
	1 217	60
Crude, in bulk	18 0	20
Naphtha, City, bbls	7 0	15 8
PROVISIONS— Pork, mess, spot	a	14 45
Pork, mess, spot	@	12 25
Beef, extra mess	13 00 G	14 00
Boef, plain mess Beef, extra mess Beef, extra mess Beef hains, W. sum & win, cured Bacon, City long clear Hams, smoked Lard, City steam,	13 00 @ 12 00 @ 8¥@ 13¼ 6	15 50
Lard, City steam,	8% 3	9
RICE- Carolina, fair to prime	6%3	73
Carolina, fair to prime	6% A 6% B 8% B	63
SALT- Turk's Island & hush		80
St. Martin	1 10	35 2 50
oppng _		
Clover, Western	8 % 3 @	9 i 40
Canary, Smyrna	@	1 40 2 05 2 50 2 123 1 (0 1 41 2 (2)
Hemp, foreign	1 50 @	1 (0
Canary, Duich Hemp, foreign Flaxseed, American, rough Linseed, Calcutta \$ 55 B. gold. Linseed, Bombay \$ 56 B. gold.	200 6	
Transcori Domoni as a Bold.	@	****

Nitrate sodaper 100 lb 6 8 25	SALTPETRE-	
Denail reel Tastless	Refined, pure	10%9 11% 6 8 25
Foreign	SILK- Usual reel Tsatless	None.
Foreign	Re-reeled Tsatlees	9 50 62 6 30
SPICKS		6 00 @ 6 tor.
Ginger, African	epicke_	5 01% \$ 6 25
Ginger, African	do Singaporedo white	21 (4 9)
Mactice Statistics Statisti	do Batavia	21 @ 22
SPIRITS— Brandy, foreign brands.	Nutwegs, Batavia and Penang	80 @ 90 85 @ 874
SPIRITS		14 @ 39
Whiteey, Scotch	SPIRITS_	8 75 @ 17 00
Whiskey, Scotch.	Rum—Jam., 4th proof	4 00 6 8 00 8 50 6 4 00 8 00 6 3 25
## STEKL	Whiskey, Scotch	3 60 @ 4 00
English, ospring, 2d & 1st quality 98 of 1 14	Alcohol Wall.	1 18%
### American wachinery 10 10 10 10 10 10 10 1	STEKL- English, cast, 2d&1st quality # Bgold English, spring, 2d & 1st quality. "	Store Prices.
### American wachinery 10 10 10 10 10 10 10 1	English blister, 2d & 1st quality" English machinery"	9 @ 14
### American wachinery 10 10 10 10 10 10 10 1	American blister	6 16
Inferior to common refining	American machinery	9
Good refining. Porto Rico, redn. fair to prime Roxes, cayed, Nos. 16612. Soc. extraged, Nos. 16612. Soc. extraged, Nos. 16612. Soc. extraged, Nos. 16613. Soc. extra	SUGAR- Inferior to common refining W b.	1%0 1X
Manilla, sup. and ex. sup.	Good refining	3 8%
Manilla, sup. and ex. sup.	Porto Rico, refin . fair to prime "Boxes, c'ayed, Nos. 10@12" Centrifugal, Nos. 7@13"	8 6 5% 8% 8 8%
Yellow C	Melado	2 6 6%
Yellow C	Brazil, Nos. 9@11	7% 8 8% 10% 11
Yellow C	do granulated	111%
Yellow C	do off A	940 94
Antibases sugars	Yellow C	8% a 9 8% a 8%
TIN— Banca	TALLOW—	075 074
Banca		
Plates, I. C., coke	TIN_	
Hyson, Common to fair. Cur. \(\pi \) do Superior to fine Supe	TIN-	174 2 18
do Choicest	TIN— Banca gold. Pb Straits. English, refined. Plates, i. C., coke. Plates, char. terne.	174 2 18
Byson Skin. & Twan. com. to fair. 19	TIN— Banca	17% a 18 15% 2 16 15% 3 16 55% 3 16 56% 5 75 6 00 6 25
Byson Skin. & Twan. com. to fair. 19	TIN— Banca	174 3 18 15 16 16 15 16 16 15 16 16 15 16 16 16 16 16 16 16 16 17 16 16 18
Byson Skin. & Twan. com. to fair. 19	TIN— Banca	174 a 18 1574 2 16 1574 2 16 1574 2 16 1574 2 16 5 62 3/3 5 73 6 00 6 6 25 22 27 50 6 87 Wominsi. 21 6 26 47 6 57 6 7 6 82
Byson Skin. & Twan. com. to fair. 19	TIN— Banca	174 a 18 15 % a 18 15 % a 16 15 % a 16 15 % a 16 5 604 a 6 25 22 a 27 80 a 6 25 10 a 6 25 10 a 6 25 10 a 6 25 11 6 6 25 12 6 25 13 6 26 14 6 52 24 6 82 24 6 82 25 4 6 82 24 6 82 25 4 6 82 26 5 82 27 6 82 28 7 8 82 28 7 8 82 28 82 28 82 28 83 28 84 28 84 28 84 28 85 28
Go Choicest. 20 6 6 6 6 6 6 6 6 6	TIN— Banca	11% a 18 11% 2
Go Choicest. 20 6 6 6 6 6 6 6 6 6	TIN— Banca	11% a 18 11% 2
Go Choicest. 20 6 6 6 6 6 6 6 6 6	TIN— Banca	11% a 18 11% 2
Go	TIN— Banca	174 9 15 15 15 15 15 15 15 15 15 15 15 15 15
TOBACCO leaf New Year 1	TIN— Banca gold. PB Straits Rnglish, refined. Plates, i. C., coke. Pbx g d. Plates, char. terne. TEA— Ilyson, Common to fair cur. PB do Superior to fines. do Choicest. Young Hyson, Com. to fair do Superior fines. do Superior fine. do Ex. fine to finest. do Ex. fine to finest. do Ex. fine to finest. limperial. Om. to fair. do Ex. fine to finest. do Choicest. Imperial. Om. to fine. do Ex. fine to finest. do do Sup. to fine. do do Sup. to fine. do do Sup. to fine. do do Ex. fine to finest. Uncolored Japan, Com. to fair. do Sup'rto fine. do Sup'rto fine. Superior fine. Superior fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Colored, Common to fair. Sup'rto fine. Sup'	174 9 15 15 15 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16
Hayana, Com. to fine	TIN— Banca gold. PB Straits Rnglish, refined. Plates, i. C., coke. Pbx g d. Plates, char. terne. TEA— Ilyson, Common to fair cur. PB do Superior to fines. do Choicest. Young Hyson, Com. to fair do Superior fines. do Superior fine. do Ex. fine to finest. do Ex. fine to finest. do Ex. fine to finest. limperial. Om. to fair. do Ex. fine to finest. do Choicest. Imperial. Om. to fine. do Ex. fine to finest. do do Sup. to fine. do do Sup. to fine. do do Sup. to fine. do do Ex. fine to finest. Uncolored Japan, Com. to fair. do Sup'rto fine. do Sup'rto fine. Superior fine. Superior fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Sup'rto fine. Colored, Common to fair. Sup'rto fine. Sup'	174 9 15 15 15 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 2 16 15 15 16 16 16 16 16 16 16 16 16 16 16 16 16
Hayana, Com. to fine	Tin— Banca	114 9 15 15 15 15 15 15 15 15 15 15 15 15 15
WOOL—	Tin— Banca	114 9 15 15 15 15 15 15 15 15 15 15 15 15 15
South Am. Merine, unwashed	TIN— Banca	174 a 15 15 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 15 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2 15 2
South Am. Merine, unwashed	TIN— Banca	174 a 15 15 15 15 15 15 15 15 15 15 15 15 15
South Am. Merine, unwashed	TIN— Banca	174 a 15 15 15 15 15 15 15 15 15 15 15 15 15
South Am. Merine, unwashed	TIN— Banca	174 a 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 2 15 15 15 2 2 15 15 2 2 2 2
Sheet, Foreign	TIN— Banca	174 a 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 15 15 15 2 2 15 15 15 2 2 15 15 2 2 2 2
Sheet, Foreign	TIN— Banca gold wb Straits. English, refined Flates, i. C., coke. places, i. C., coke. places	174 a 15 15 15 15 15 15 15 15 2 15 15 15 15 15 15 15 15 15 15 15 2 15 15 15 15 15 15 15 15 15 15 15 15 15
FREIGHTS—	TIN— Banca gold wb Straits. English, refined Flates, i. C., coke. places, i. C., coke. places	174 a 15 15 15 15 15 15 15 15 2 15 15 15 15 15 15 15 15 15 15 15 2 15 15 15 15 15 15 15 15 15 15 15 15 15
To Live Problem 5. 6.62 4 comp Cotton	TIN— Banca gold wb Straits refined Flates i. C., cole. Go. Superior to fine. Go. Superior fines. Go. Super	174 2 15 15 15 15 15 15 15 15 15 15 15 15 15
Wheat balk & bags. 94 6 94 6	TIN— Banca	174 2 136 137 137 137 137 137 137 137 137 137 137
Beef	TIN— Banca	174 a 15 15 15 15 15 15 15 15 15 15 15 15 15
	TIN— Banca	174 2 13 13 13 13 13 13 13 13 13 13 13 13 13